

Detailed the workings of the service to the jurors in a long conference which had the result of confirming their ideas, previously gained from witnesses, that the service is rotten.

PASSENGERS ABSOLVED.

The jury held that a rush of passengers was in no way responsible for the listing and the tragedy.

On this point the verdict said:

"Nothing in the testimony offered before this jury indicated that passengers were guilty of any unusual act that contributed to the disaster, and we are of the opinion that no act of the passengers was responsible for the disaster."

The verdict dealt with intensity on the fact that Inspector Reid raised the government certificate of passenger capacity from 2,282 to 2,500 on July 2. This was the day after the Hawthorne club had notified the Indiana Transportation company that it had sold 7,000 tickets and would require more boat room.

The verdict emphasized the facts disclosed by Mrs. Tribune that Inspector Reid's son-in-law, Erickson, was given the job of chief engineer of the boat. This point was written into the verdict and later eliminated.

The jury left the question of investigation open to both the federal and Cook county grand juries for a reason.

REDFIELD HAS INFLUENCE

In the afternoon Secretary of Commerce Redfield had made the request for a secret conference. He is said to have pointed out to the jurors that he did not believe that the state's attorney had the power to indict or prosecute the federal steamboat inspectors whose department he heads. He asserted they had done their duty as set forth in the federal statutes and consequently could not be held to blame for obeying the law.

NO STATE TRUE BILLS.

The point was so novel that it threw a shock into the machinery of the state's attorney's grand jury.

Mr. Hoyne, who had promised the indictments of six before last midnight (presumably the same six men whom the coroner's jury has named) suddenly announced he had adjourned the grand jury without true bills.

He said he had also been told by Mr. Redfield that in view of the state's attorney's charge of a conspiracy between government inspectors and the steamship owners to increase the passenger list, such a conspiracy as indicated must have been hatched in Michigan, without the jurisdiction of Illinois.

Mr. Hoyne said it was a nice point. He would have to look up the law further, but he feared the question was well taken.

However, the federal grand jury has jurisdiction. And United States District Attorney Clynne has said he will go into the question fully.

HOYNE IN DOUBT.

If the state laws give him power to proceed on charges of manslaughter, without conflict with the federal authorities or their jurisdiction, State's Attorney Hoyne will ask the grand jury today to indict the men named in the verdict of the coroner's jury.

"It has been reported to me by my assistants," he said, "that local federal inspectors are supreme in their inspection of boats, that the laws have been interpreted to this effect, that decisions have been given to that effect, which would make them amenable only to the federal laws."

"If charges of manslaughter will not bring conflict of jurisdiction, then I shall proceed toward the indictment of the men named in the verdict, as recommended by the jury."

PLANS TO PROCEED.

"I believe the law will allow me to proceed against all the others named in the verdict of the coroner's jury, even if the state has no jurisdiction over the two federal inspectors named. If the state cannot prosecute those two, action can be begun against the other four and against any others, not federal employees, who may be involved in a further inquiry."

"The fact that only six men have been named in the verdict of the coroner's jury by no means precludes the grand jury from bringing indictments against others who have been named during the hearings thus far."

WONE OF SIX IN COURT.

None of those named in the verdict was present when the jury filed into the courtroom on the eighth floor of the County building after eleven hours of deliberation upon the testimony of the twenty-two witnesses who had been heard.

Few other than newspaper men, attaches of the state's attorney and coroner's office, and Attorney James J. Barbour, representing the boat men, witnessed the denouement of the long trial.

Dr. W. A. Evans, health editor of this Tribune and foreman of the jury, carried the verdict into the jury box, followed by his weary fellow jurymen. His elbow was plucked by Jurymen Henry A. Allen, and the jurymen retired for a final consultation, which lasted only a few minutes. Then the jury filed out again and the coroner asked:

"Gentlemen, have you agreed upon a verdict?"

"We have," responded Foreman Evans.

"Have you signed the verdict?"

"We have," responded the foreman.

"Read the verdict," instructed the coroner, and the findings, which are published on page 1 of this paper, were read.

JURY QUICK TO AGREE.

The coroner's jury had no trouble in arriving at the verdict, according to Dr. Evans, the foreman.

"Almost every vote was unanimous,"

OCEAN STEAMSHIP MOVEMENTS.

Arrived. Port. Departed. Port.

UNITED STATES. Arrived. Port. Departed. Port.

AMERICAN. Arrived. Port. Departed. Port.

WHEELER. Arrived. Port. Departed. Port.

WHEELER. Arrived. Port. Departed. Port.

WHEELER. Arrived. Port. Departed. Port.

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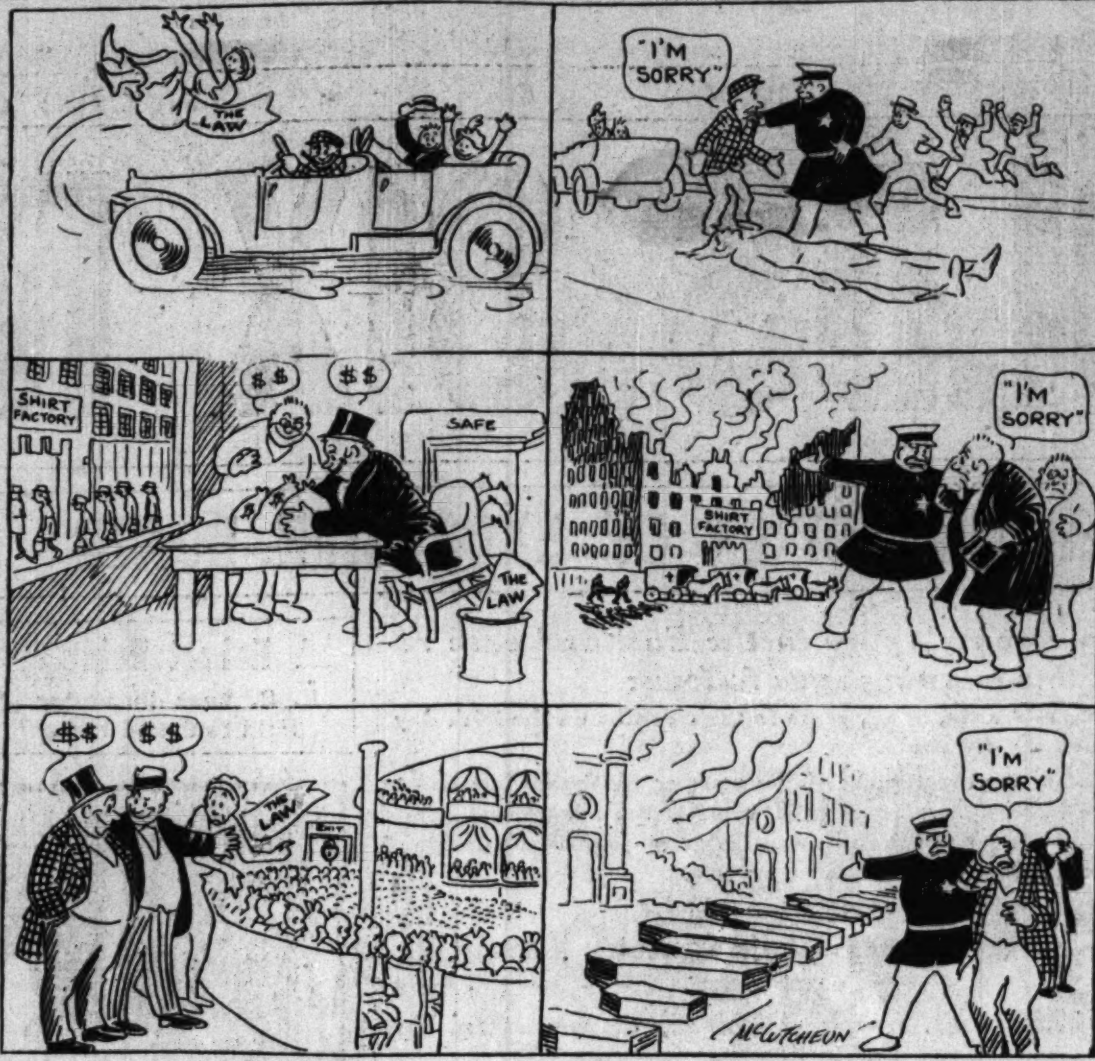
WHEELER. Arrived. Port. Departed. Port.

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WHEELER. Arrived. Port. Departed. Port.

OUR NATIONAL WEAKNESS.

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Dr. Evans said. "We had no difficulty in deciding upon the men we mentioned in our verdict. We considered all of the evidence and examined it carefully."

"We went deeply into that phase of the question which involved relationship between Chief Engineer Erickson and Inspector Reid, and we decided to hold them both."

"We considered the question of holding Walter C. Steele, Secretary-Treasurer, George T. Arnold, president, and Ray Davis, assistant secretary and treasurer, but there was no evidence presented which showed they had any connection with the actual handling and operation of the boat."

"We decided to leave out many of the detailed reasons which caused us to recommend that the six men be held."

"The names of the two inspectors, who were in charge of the checking of the passengers as they went aboard the boat, were also up for consideration, but the jury felt that the further investigation which they recommended be made would throw more light on their cases."

THE SON-IN-LAW QUESTION.

"There were two points taken into consideration. The first was that in the midst of negotiations for steamers to take care of the crowd expected at the picnic the carrying capacity of the Eastland was increased from 2,282 to 2,500 without any changes in the vessel to increase its stability or lower its center of gravity."

"The second point was that Reid's son-in-law was in the employ of the company to whom the concession was granted."

"The first draft of the report contained detailed information relative to the condition of the ballast, the matter of load, distribution of the crowd, and the effort or lack of effort of the captain and chief engineer to fill the empty ballast tanks and right the boat or cause it to be unloaded."

WANT INSPECTION REFORM.

"After much discussion it was decided this information need not be in the report, as State's Attorney Hoyne had it in the stenographer's report."

"It was the opinion of the jury there should be a radical reorganization of the inspection service, particularly that there should be established an inspection to determine the stability of vessels, and that if the secretary of commerce did not now have appropriations or the power to make these changes that congress should grant them."

While it was believed the jury was unanimous in its findings, the delay in returning the verdict after the jury retired at 8 o'clock was ascribed to discussion relative to the involving of the federal government in recommendations under discussion in the verdict.

REDFIELD SEES JURY.

Secretary of Commerce Redfield, Gen. George Uhler, supervising inspector general of the steamboat inspection service, and A. L. Thurman, solicitor of the department, held a long private conference with the coroner and the coroner's jury later in the afternoon.

At the conclusion of the secret session Secretary Redfield said he had suggested that the jury hear the testimony of some of the government steamboat inspectors before finally deciding upon a verdict.

Asked whether he felt that the situation called for the augmentation by law of the powers of the department, Secretary Redfield said:

Mr. Redfield surprised some of his hearers by stating that at present the local inspectors are supreme in their rulings relative to the number of people who should be permitted to go on board the boats.

He asserted, however, that the Eastland disaster has not caused him to feel that it is desirable for the government to have the power to rule on the stability of boats. That function, he held, properly rests with the underwriters and not with the government.

"We should have the authority to review the findings of local inspectors relative to the passenger carrying capacity of the boats," said Secretary Redfield. "That is a thing we should ask for. As it stands, now, a board of two inspectors fixes the capacity, and the only power we have in connection with it is that of disapproval of the inspectors if they are found to be incompetent. This, of course, is one of the points upon which this investigation is turning."

"Misuse of power by inspectors also can result in their dismissal," said the secretary, expressing the opinion that his department requires a larger force of skilled inspectors, although he believes that much of the work is now performed in a creditable manner. His general attitude toward the investigation of the inspectors of the Eastland by the coroner's jury was one of "let the chips fall where they may."

DAY'S TESTIMONY SHOWS TANKS EMPTY.

The first witness of the day was John Ryan, Clark street bridge tender. "About 7:10 o'clock I saw the boat list," he said. "I mentioned it to James Farrell, a policeman, but he said that the water ballast tanks would fix that in a minute. Then it went over."

In answer to a question by Dr. Evans, foreman of the jury, the witness said that the line between the Eastland and the tug Kenosha was slack throughout the accident.

Ballast Tanks Empty.

Fred G. Snow of 405 North Dearborn street, assistant engineer of the Eastland, said he went on duty at 6 o'clock a. m.

Q—What was the condition of the ballast tanks when you came aboard? A—I think they were empty.

Q—Whose duty is it to fill or empty the ballast tanks? A—The engineer's duty.

Q—How did you know when to put water in the tanks? A—I did not know much about the Eastland's ballast system. I had only been employed on the boat two days before the accident.

Q—What tanks did you use on Saturday morning? A—Tanks Nos. 2 and 3.

Q—Why didn't you use all five of the tanks? A—The engineer told me to use only 2 and 3 and they responded most quickly.

Had 15 Minutes' Schooling.

Q—How much instruction did you receive as to the Eastland's ballast system when you came aboard as an assistant engineer? The witness hesitated, but after many questions said he had received from ten to fifteen minutes' instruction and that after that he felt competent to handle the pumps. He said the chief engineer, an oiler, and himself were in the engine room when the accident occurred, but he was unable to say who turned the valves which admitted water to the boat's tanks.

Q [By Mr. Hoyne]—Did you not ask when you came on duty whether the tanks were full or empty? A—No.

Q—Isn't it a fact that this cock you

were using Saturday was a high one and you had to empty all the tanks in order to load? A—I don't know.

Q—What was the capacity of the tanks? A—I don't know.

Q—If it took you seventeen minutes to attempt to right the boat, was there no talk between you and Erickson about the future of the boat to respond? A—Very little. Erickson once said, "I think you've caught her, all right," but we hadn't.

Clipping Produced.

State's Attorney Hoyne then read from a clipping which he said he received through the mail this morning. The writer said it had been cut from a Chicago newspaper of July 18, 1904, and was an interview with Inspector Ira B. Mansfield.

The newspaper article was admitted in evidence, particularly as the author quoted Capt. Ira B. Mansfield, United States inspector of hulls, to the effect that the Eastland was one of the safest boats on the lake and that there was never any danger of her tipping over unless the passengers were hanging over the side.

Pumped Out the Tanks.

Peter Erickson, Christiania, Norway, an oiler on the Eastland, testified that in addition to oiling the engine he sometimes turned the valves which controlled the water ballast tank.

"About 8 o'clock I was told to pump out one of the tanks on the port side," the witness said. "We pumped out two tanks on both sides. We had orders to do it."

In answer to a question by Dr. Evans, the witness said that he was hanging on the deck, but she went over before I got up to look."

The witness said that he is a brother of the chief engineer and has been in this country only twenty-six months.

Hired by His Brother.

Again questioned by Mr. Hoyne, Erickson said he had been hired by his brother and that, to the best of his knowledge, he had not been recommended for employment by Inspector Robert Reid.

"I was in Norway. I wanted to go to sea. My father would not let me, so my brother sent for me," the witness said.

Then Erickson said the boat had often listed away from its dock at Rush street and that in bringing it back to a vertical position ridges or steel plates which jutted from the boat's side would catch on the dock.

"This happened nearly every day," young Erickson said. "The boat was always drifting to one side or the other."

Q—Have you seen your brother since you were arrested? A—Yes.

Q—What did he say? A—He told me to tell the truth.

Q—Did he tell you why the boat sank? A—He said he did not know why the boat had tipped over, but he thought it was either the river bottom or was overloaded on top.

The First Mate's Story.

Delbert Fisher, first mate on the Eastland since June 12, 1915, whose home is in St. Joseph, told the jury he received \$100 a month.

The witness stated that according to the ship's log the boat was on its fortieth trip this season.

Q—During the forty trips how many times did it list until passengers were frightened? A—Never.

The witness said that he had known Inspector Robert Reid for twelve years but that he had never had any business relations with the inspector.

Q [By Mr. Hoyne]—Isn't it a fact that the shape of the boat may be compared to an orange with two ice cream cones attached to its side? A—No. I have never heard that the boat had irregular lines, always considered the Eastland a safe boat.

Mr. Fisher, in reply to a question put to

Electric Company Gives New Figures.

FIGURES given out at 9 o'clock last evening by officials of the Western Electric company show that 300 employees of the company are still missing. The list is as follows:

Percent.	Number.	Age.
Safe	120	91.6
Missing	203	3.4
Dead	446	5.0

The 203 listed as missing are actual employees of the company, and do not include relatives and friends, who are accounted for as follows:

Relatives missing and dead	152
Friends missing and dead	67

MAYOR'S OFFICE NOW RELIEF HEADQUARTERS.

Mayor Thompson's first official action upon returning to his office yesterday was to order that the mayor's office be turned into the headquarters for relief work for the Eastland sufferers. He instructed that all applications for aid be made direct at the mayor's office.

STATE'S ATTORNEY ALLEGES TICKET FRAUD.

State's Attorney Hoyne alleged last night that he had found evidence that an attempt had been made to tamper with the tickets sold for the fatal excursion. The locker of the purser of the steamboat Roosevelt had been opened, he asserted, and some of the tickets taken out.

By Mr. Hoyne, admitted the water tanks in his opinion, were designed for "trimming" purposes alone.

Q—Isn't it a fact that the boat was built at Port Huron and was specifically designed regardless of safety to get across the bar at South Haven? A—Not that I know of.

Q—Were not officials brought from the Brooklyn navy yards to Port Huron and quartered in hotels there for several weeks in order that they might make suggestions about the ship's construction? A—Not that I know of.

Q—Do you not consider its peculiar that a boat which cost \$330,000 should be resold in a few months for less than half that amount? A—It does seem peculiar, but I understand the boat was not all the builders expected.

The jurors retired to chambers to consider the limitation of the evidence remaining to be heard.

Widow Makes Statement.

Deputy Coroner Kennedy took the statement of the first woman witness. She was Mrs. Margaret Beel, 32 South Hoyne avenue, whose husband, Jethro Beel, was drowned when the Eastland tipped over.

"I came here voluntarily," said Mrs. Beel, who was dressed in black and wore a large black veil, "to correct the impression which I read in the newspapers that I was deceiving from the testimony thus far. I have read in the newspapers that the witnesses have said there was no rush to the starboard side of the vessel. I was on the promenade deck, and when the ship listed and every one began to scream, passengers rushed to the starboard rail, but their weight was not sufficient to right the boat."

Secretary Redfield, Solicitor Thurman, and General Uhler then arrived and went into conference with Mr. Hoyne. Later they appeared in secret session before the jury.

The jury then adjourned until evening.

The Night Session.

As soon as the six jurors reached the courtroom at night they went into secret session in the court chambers.

The coroner announced that both inspectors Robert Reid and J. C. Eckloff, whose testimony the coroner had before present to the jury at the beginning of the evening session, were out of the city and would not return until this morning.

At 10:30 o'clock a stenographer left the jury room, went to the coroner's office, and carried a typewriter to the court chambers in order to typewrite the verdict.

Later at 1:20 o'clock came the verdict.

BEGIN RAISING THE EASTLAND; 522 YET MISSING

Salvage Experts Assert It Will Require Two Weeks to Bring Up Ship.

Five hundred and twenty-two persons still were missing last night from those who embarked Saturday on the annual Western Electric company excursion aboard the ill-fated Eastland. However, the actual number of bodies pinned beneath the wreckage of the capsized vessel will not be known for at least two weeks.

Such was the situation after actual work of righting the overturned steamer had been in progress more than three hours. It will require at least fourteen days to raise the ship, Capt. Cummings says.

The wrecking tug Favorite announced following a survey of the Eastland. The mortality statistics last night showed:

Known number of dead	531
Identified bodies	528
Unidentified	3
Missing	522
Total	1,353

Begin Work of Raising Ship.

Righting of the Eastland, said to be one of the most difficult wrecking tasks ever presented on the great lakes, began in the afternoon almost immediately after the arrival of the big salvage ship Favorite, of the Dunham Towing company, from Duluth.

Divers brought from Duluth descended from the Favorite and with pneumatic hammers fitted with cold chisels began cutting away the steel superstructure of the Eastland. It will take the remainder of the week at least to complete this part of the work, Capt. Cummings declared.

How They Will Work.

This morning workmen will begin sealing all the openings in the hull of the Eastland below the shallow water line. As fast as the divers complete cutting away the superstructure they will start burrowing beneath the hull lying on its side. When they have tunneled through, giant chain cables will be placed under the Eastland, brought over the side lying above the water, and derricks of the salvage steamers will begin lifting the steamer to an upright position. In the meantime the interior of the hull will be chipped out and lifted from the craft.

When the chain cables are hitched to the salvage ship derricks, pumps will begin draining water from the interior of the Eastland.

REPORT OF DAMAGE RIGHTS SIGNED AWAY UNFOUNDED.

Western Electric Company's Receipt System in Relief Work Led to Erroneous Rumors.

Investigation of reports that the Western Electric company was inducing relatives of Eastland victims to sign away their rights they might have to damages showed yesterday that these rumors arose from the mistaken beliefs of those to whom aid was offered.

"When we first sent out men with money to aid Eastland sufferers," explained William P. Sidley, vice president and general counsel for the company, "we had them take receipts for the money in order that the vouchers might be turned in at the auditor's office."

"As soon as we learned that some of those who were asked to sign these simple receipts thought they were being asked to sign away some supposed rights to damages we discontinued the practice. The receipt method was used merely as a means of keeping the books complete."

\$400,000 TO BADGER SCHOOL.

Madison, Wis., July 28.—[Special.]—Wisconsin university has been enriched between \$400,000 and \$500,000 by the will of J. S. Tripp, Prairie du Sac, Wis., banker and lawyer.

THE WEATHER.

THURSDAY, JULY 29, 1915.

For Chicago and vicinity: Unsettled weather Thursday and Friday, probably with showers; not much change in temperature; gentle, variable winds.

For Illinois: Unsettled Thursday and Friday, probably with showers; not much change in temperature.

For Indiana: Unsettled Thursday and Friday, probably with showers; not much change in temperature.

For Michigan: Unsettled Thursday and Friday, probably with showers; not much change in temperature.

For Ohio: Unsettled Thursday and Friday, probably with showers; not much change in temperature.

For Pennsylvania: Unsettled Thursday and Friday, probably with showers; not much change in temperature.

For New York: Unsettled Thursday and Friday, probably with showers; not much change in temperature.

For Maryland: Unsettled Thursday and Friday, probably with showers; not much change in temperature.

For Delaware: Unsettled Thursday and Friday, probably with showers; not much change in temperature.

For Virginia: Unsettled Thursday and Friday, probably with showers; not much change in temperature.

For North Carolina: Unsettled Thursday and Friday, probably with showers; not much change in temperature.

For South Carolina: Unsettled Thursday and Friday, probably with showers; not much change in temperature.

For Georgia: Unsettled Thursday and Friday, probably with showers; not much change in temperature.

For Florida: Unsettled Thursday and Friday, probably with showers; not much change in temperature.

For Alabama: Unsettled Thursday and Friday, probably with showers; not much change in temperature.

For Mississippi: Unsettled Thursday and Friday, probably with showers; not much change in temperature.

For Louisiana: Unsettled Thursday and Friday, probably with showers; not much change in temperature.

For Arkansas: Unsettled Thursday and Friday, probably with showers; not much change in temperature.

For Missouri: Unsettled Thursday and Friday, probably with showers; not much change in temperature.

For Iowa: Unsettled Thursday and Friday, probably with showers; not much change in temperature.

For Illinois: Unsettled Thursday and Friday, probably with showers; not much change in temperature.

For Indiana: Unsettled Thursday and Friday, probably with showers; not much change in temperature.

For Michigan: Unsettled Thursday and Friday, probably with showers; not much change in temperature.

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For Illinois: Unsettled Thursday and Friday, probably with showers; not much change in temperature.

For Indiana: Un

ONE FUNERAL—TWENTY-NINE COFFINS



Scene at St. Mary's Roman Catholic church yesterday during the burial of victims of the Eastland disaster.

BELLS TOLL ALL DAY AT RITES OVER BOAT DEAD

Industry Stilled While Clero Buries Victims of the Eastland.

"May the angels lead thee into paradise. May the martyrs receive thee at thy coming, and take thee to Jerusalem, the holy city."

"May the chorus of the angels receive thee, and mayest thou have rest everlasting with Lazarus, once a beggar."

White robes priests—twenty-two of them—stood before a long white row of coffins in St. Mary's Polish Roman Catholic church in Hawthorne yesterday and chanted this last blessing for the Eastland and dead. Back swept the low wailing wail of the mourning choir. For them, too, the priests offered prayers.

"Teach us how to watch and pray that when Thy summons comes we may go forth to meet the Bridegroom and enter with Him into life everlasting," they chanted.

Choir in Answering Matins.

Then came the matins of the answering choir:

"Merciful Father, bow down Thine ear in pity to Thy servants upon whom Thou hast laid the heavy burden of sorrow. Take away out of their hearts the spirit of rebellion and teach them to see Thy good and gracious purpose working in the trials which Thou dost send upon them. Grant that they may not languish in fruitless and unavailing grief nor sorrow as those who have no hope, but through their tears look meekly up to Thee, O God of all consolation."

Outside the rain came down from leaden skies in pattering thunders and fell upon the heads of the thousands who stood outside to add their supplications to the text of kin.

Three Communal Services.

Everywhere in the city, it seemed, the same blessing, the same prayer, the same supplication was being offered, but it was in Cicero, Hawthorne, and Morton Park that general grief lay uppermost. There communal services were being held simultaneously in St. Mary's (Sokala M. R. Cestochowski) at Thirty-fourth street and Forty-ninth avenue, Mary Queen of Heaven church at Twenty-fourth street and Fifty-third avenue, and St. Dionysius church at Twenty-ninth street and Forty-ninth avenue.

Before 8 o'clock the processions had started on their way from home to church through the silent streets. Cicero itself was still. The hum of commercialism and industry was dead. All stores were closed by order of the village board and the great plant of the Western Electric company, where death-topped hundreds of names from the payroll, was unattended save by watchmen.

Caskets in Motor Trucks.

Beside the motor trucks—there were few here—walked the pall bearers, men with heads bared to the rain or white clad, white-shipped girls bearing flowers. Many wept as they trudged unmindful of the wet and mud, and behind trotted smaller sisters, frightened and wide-eyed. Bishop Paul P. Rhode delivered the sermon at St. Mary's.

"The dead—your dead—are saying to

LESSON IN DISASTER FATALITY OF AVARICE.

BY BISHOP PAUL P. RHODE.

Let us here realize this, young and old, strong and weak, that we are never so near death as when we are alive—that life and death are correlated.

Let us assuage our pangs in the thought that these unfortunate victims of this disaster, these old fathers and mothers, these sons and daughters, these children, have not died in vain. That perhaps by their martyr death the Moloch of our commercial greed may to some extent at least be fettered and that a greater regard may be paid to the sanctity of human life and human safety.

you, "Father, mother, brothers, and sisters, we thank you for all you have done for us," said Bishop Rhode, sweeping the row of twenty-nine caskets beneath the tall burning candles. Twenty-six were white, two were of oak with silver trimmings, and was bled the last of that of a man of forty. The others were Hawthorne's boys and girls. Side by side they extended across the auditorium almost to the windows.

Moan Echoed by Thousands.

As the Bishop finished his sentence a moan, scarcely audible, went up from the sixty-eight pall bearers with white ribbons sleeves. It was taken up by the mourners—1,500 of them—and swept back through the building in a loud wail, until it finally died echo in the waiting throng without.

"They died like heroes, your boys and girls," went on Bishop Rhode. "These young people were beautiful, but beauty of the body is temporal, while beauty of the soul is everlasting. As they are leaving you—these dead ones—they thank you for leading them into the straight path. Your fathers and mothers should be consoled that they died in the church. Take example from them and know that while living there is death."

"When the vessel Eastland turned over in Chicago's very doorway God was grieving that so many of his creatures were victims thereof. But God knew the falling all the short-sightedness of man, and he knew, too, that his children worshipped him."

Last Word Not with Science.

"If we must take this lesson to heart, let us do it humbly and sincerely; let us remember that when science has spoken its last word there still remains much unsaid and unknown; that when human gathering volume as it went, until it finally died echo in the waiting throng without."

The choir sang the Polish national hymn, "Bogocieslopoli," and those standing outside, beneath the flag of unfortunate Poland and the Stars and Stripes, took up the strains.

Then the last blessing and prayers for the dead were said. The serving boys removed the candles from the caskets and the procession moved down the main aisle, the last going first and the first last. Girls in white with roses in their arms

and sometimes carried lighted candles, followed. Others carried the caskets of their young girl friends. The sodality of the Blessed Virgin—100 women and 64 girls—were seventy women, girls, and men of the Sacred Heart. Others wearing red ribbon badges represented the Sisters and Royal Laborers of America.

Women's Alliance Assists.

Miss Emily Napierowski, general secretary, and four women of the Polish Women's Alliance of America, were there, giving assistance to the grief-stricken. Miss Napierowski had charge of a room full of flowers sent to her from members of the Woman's City Club and other organizations. There were representatives of the Polish National Alliance, the boards of the Polish Falcons, Polish Alma Mater, and Polish social workers, too.

Auto trucks of Marshall Field & Co. carried the dead and the living at the same time. In some instances, the firm sent, thirty-five of its large double trucks. But six were returned. The caskets often were placed in the middle of the truck, and the mourners—girls in white—sometimes the relatives sat on boards along the sides and were driven to the cemetery. Sometimes the pallbearers sat outside along the sides of the auto trucks. Few hearse—perhaps three—were used to carry the dead from St. Mary's church. Twenty-six of the twenty-nine were buried in Resurrection cemetery. Three were at St. Adalbert's. Sixty-five automobiles were furnished by the Shaw company.

Chums in One Grave.

As one of the motor trucks left the church it contained two coffins. They contained the bodies of Miss Marie Malik, 21 years old, and her sister, Miss Stella Malik, 18, of 3023 Forty-eighth court. They worked at the same bench in the Western Electric plant, went on the steamer together, and found death almost at the same moment. A single grave in Resurrection cemetery received their bodies.

Two other households contributed two members each to the cortege. They were Antonia and Agnes Ignaszak, sisters, of 312 Forty-eighth court, and Angela and Ladislau Latowski of 3125 Thirtieth place. In the afternoon services were held for Mary and Anna Bisk of 2528 South Fifth street.

The Dead at One Church.

In addition to those already mentioned, the following victims of the Eastland disaster were buried from St. Mary's church: Stanislaus Jacoda, 4800 Twenty-eighth place; Angela Mackajewski, 4017 Twenty-ninth street; Francis Badolawa, 6105 Thirty-second street; Helen Stekolon, 3213 Forty-ninth avenue; Francis Zdrojewski, 3221 Fifty-third court; Thomas Piaraki, 5081 Twenty-ninth street; Anna Lorek, 5005 Thirty-first street; Anna Myszkowska, 5022 Thirty-first place; Ladislau Lange, 2944 Forty-eighth court; Anna Kowalska, 5016 Thirty-first place; Joseph Plocharczyk, 4615 Twenty-ninth place; Frank Hajduk, 5110 Forty-eighth court; Ladislau Rakowski, 4823 Twenty-eighth place; Alice Frydrych, 4822 Twenty-eighth street; Marie Wroblewska, 2818 Forty-ninth avenue; Anna Kubiak, 044 Thirtieth place; Josephine Rmanaka, 5015 Twenty-ninth place; Francis Redick, 5012 Thirty-first place; Mieczyslaw Salacinski, 3027 Forty-eighth court; Marie Cernak, 2530 Forty-eighth avenue; and Ignatius Leonarczyk, 2527 Forty-ninth avenue.

In addition to Bishop Rhode, the following took part in the ceremonies: The Rev. Fathers Czajkowski, (Editor), Langfort, Saprenga, Racynski, Nawrocki, Halgas, Bona, Chowski, Sleski, Chabinski, Szczykowski, Dr. Bona, Gorski, Maronick, Maronick, Klop, Gwyszkowski, Rudowski, Kukulski, and Drylam.

Dedicated by Death Service.

The services at the unfinished Church of Mary Queen of Heaven in Cicero furnished a dedication of the new, address little dreamed of by its members.

"There is a cry in Polish and Rachel will not be comforted because her children are gone more," said the Rev. William

Kane as he stood before the improvised altar. The rain dripped through the temporary roof and trickled from the rafters upon the 500 relatives who sat on boards and camp stools. Thirteen caskets rested on rough handmade benches. The Rev. A. J. Dedek was the celebrant of solemn requiem high mass. He was assisted by ten priests. Funeral dirges were chanted by fifty men and women and a choir of twenty-five boys. Thirty flower girls strewn roses in the aisles of the dead.

In Many Scattered Graves.

Catherine Kriebel of 2415 Fifth avenue, buried in Bohemian National cemetery, was the sole support of her widowed mother.

John Homola buried his young wife, Zofie, and her baby, Valera, 2 years old, at 3027 West Twenty-third place, in Forest Home cemetery.

Miss Florence Drury of 3602 West Twenty-second place, 17 years old, was laid to rest in Mount Carmel.

Mrs. Anna Franzen, mother of seven surviving children, the youngest baby Edwin, 1 year and 5 months old, her daughter, Marie, 11 years, age 22, and son, Arthur, 18 years old, were the center of a Swedish procession from Liberty hall in Cicero. The Rev. McEugene of the Morton Park Congregational church conducted the funeral services in the hall, which is not far from the Franzens' home at 6128 West Twenty-second place. With them Miss Ruth Curtin, age 21, and Miss Jennie Erickson, a girl friend next door at Fifty-first street and Twenty-second place, went down with the ship. Of the seven in the party, Herbert Franzen was the only one who returned. Seventy-two women in the colorful regalia of their fraternal order followed Ruth's body from Liberty hall in the rain yesterday.

Four bodies were buried from St. Dionysius church and a sprinkling of corpses was to be found in every church in Cicero, Hawthorne, and Morton Park. There will be more bodies today.

Eight Dead in One Family.

One of the largest private funerals was that of the Sindlar family. The entire family, Mr. and Mrs. George Sindlar, their five children, Adela, Sylvia, George Jr., Albert, and William, and Mrs. Sindlar's sister, Miss Regina Dolzel, perished on the Eastland.

Fully 100 automobiles followed the bodies to their last resting place in the National Bohemian cemetery, where all were buried in one huge grave.

1st

Savings Deposits Are Allowed Interest at the Rate of 3%

First Trust and Savings Bank

James B. Forgan, President
Emile K. Bolos, Vice-Pres.

First National Bank Building
Dearborn and Monroe Streets

HOYNE GIVES UP U. S. INSPECTION SERVICE QUIZ

State's Attorney Finds His Jurisdiction in Investigation Limited.

State's Attorney Hoyne early this morning announced that he had abandoned his plan to investigate the federal steamboat inspection service on Lake Michigan. Under the federal statutes, he said, only the federal authorities have jurisdiction in that case.

"I am sorry I can't go ahead and go to the bottom of the steamboat inspection service on Lake Michigan," said Mr. Hoyne, "but the Cook county grand jury has no power to do that. It's up to some other tribunal."

Mr. Hoyne's announcement resulted from a conference he held with Secretary of Commerce Redfield in Mr. Hoyne's private office, before Mr. Redfield went to the chambers in which the coroner's jury was followed by a body from Liberty hall in the rain yesterday.

Mr. Hoyne went over the whole situation with Mr. Redfield, and at its conclusion doubt had arisen in Mr. Hoyne's mind as to whether there would be much left for his grand jury to do.

He was half inclined to the opinion that

most of the grand jury work and the subsequent trial of those held for the Eastland tragedy would have to be turned over to District Attorney Clyne and the federal courts.

The only point that seems clear to Mr. Hoyne is that he will have jurisdiction in the indictments returned for original negligence or manslaughter, the manslaughter having been committed here in Chicago when the boat turned over. The indictment and prosecution of federal inspectors, who may be charged with crime in connection with the tragedy, will have to be left for the federal authorities to deal with.

Jurisdiction to Be Questioned.

It developed at a late hour that all the parties who may be held to have participated in negligence that contributed to the sinking out of 1,000 lives intend to avail themselves of their legal residences so far as defending themselves against action by a state tribunal goes.

One of the charges expected to be lodged against certain officials and officers of the ship is conspiracy. If that conspiracy was committed, according to the men under cloud, it was committed in Michigan, and they will endeavor, it was stated, to force their trials in the state of Michigan.

In a protracted conference yesterday, in which sat Mr. Hoyne, Coroner Hoffmann, and Secretary Redfield, it is said this point was raised and was urged by the federal representatives as the strongest reason why the prosecution of all the persons held should be turned over to the federal courts.

New Inspection to Be Demanded.

Before this is done, however, it is the plan of Mr. Hoyne and his associates to turn up as much evidence as possible for use in tearing the lid off the inspection service. It also was reported that Mr. Hoyne and his grand jury probably will make a strong recommendation to the federal authorities that an immediate new inspection be made of all passenger boats entering the Chicago harbor, with

a view to determining both stability and passenger capacity.

On the other hand, some of the federal men who may be drawn into the defense before it is ended have their legal residences in Chicago. It was pointed out, and so far as they are concerned Mr. Hoyne is in a position to go right ahead, both with his grand jury and the quick trial of any who may be indicted.

At the resuming of the grand jury inquiry in the morning Mr. Hoyne appeared and urged the jury to go throughout the day, and particularly hold itself in readiness for a night session. It was the original intention to return some indictments last night. Later, following the conference with Commissioner Redfield, Mr. Hoyne sent word to the assistant state's attorneys that it would not be necessary to hold the jury for a night session.

Jury Works at Top Speed.

Mr. Hoyne had his grand jury going at top speed throughout the day, hearing several of the crew and other witnesses supposed to be of much more importance. That several indictments will be returned today, regardless of the venue tangle, was semi-officially promised.

Capt. Pedersen and Chief Engineer Erickson, it is almost certain, will be included among the indicted. Although charges of conspiracy, in which they might be indirectly affected, probably would have to be tried out before the Michigan courts, attaches of the state's attorney's office pointed out that, according to the theory of the state, a crime was committed at the Clark street docks last Saturday, and every member of the crew or officer of the boat who may be held for the Saturday dead are wholly within the jurisdiction of this court and

under the control of State's Attorney Hoyne.

Tag Captain Tells His Story.

Capt. John O'Meara of the tug Kossuth, which was to have towed the Eastland out of the harbor last Saturday, was the first witness before the grand jury yesterday. A. D. McDonald, chief engineer of the tug, was the next. They testified the tug had not begun to pull on the Eastland when it listed and turned over.

Robert Moore, a survivor, told the jury how the boat rolled over and his experience among the terror-stricken people in the water. Moore said that after the first plunge he opened his eyes to see if he could see any light. All he could see, he said, was a mass of humanity from the river bed up to the water's edge. He finally succeeded in swimming to the boat and getting a hold. A woman screamed to him to save her and he held her out of the water. She grabbed him around the neck and sank her finger nails through his coat, shirt, and underwear. He didn't know her name. She was saved.

Picnic Managers Testify.

Adam F. Weckler, city harbor master, and Charles J. Malmros and D. W. Gee, employees of the Western Electric company who had charge of the outing plans, told about the same stories before the grand jury that they had told the coroner's jury.

Walter C. Steele, secretary and treasurer of the company that owned the ill-fated boat, and W. K. Greenbaum, general manager of the Indiana Transportation company, which chartered the boat for the picnic, appeared at the state's attorney's office in the afternoon. Mr. Greenbaum was not in custody. He had been permitted his liberty on his own recognizance the night before.

A+B

ROGERS PEET CLOTHES EXCLUSIVELY EXCLUSIVE AGENTS FOR ROGERS PEET

This Sale of Rogers Peet Suits Has a Four-Fold Mission:

1. To let everybody know that we're the Chicago headquarters for Rogers-Peet clothes.
2. To bring hundreds of strangers to our store.
3. To make our new acquaintances life-long friends.
4. To put a vigorous punch into our Summer suit business.

\$20 to \$35 Suits
\$15 Now

ANDERSON & BROTHERS
Washington and Wabash
NEW GARLAND BUILDING
(Formerly 104 W. Madison St.)

TO THE PUBLIC.

Some of the Employees of the Western Electric Company owe their lives and some owe the lives of members of their families or of friends or of fellow workers to the help so freely and generously given last Saturday and in these succeeding days. On all of them lies a debt of gratitude.

Offices were thrown open for the reception of the dead and dying. Business houses, great and small, and the Public Utilities Companies suspended their usual operations to devote their facilities to the work of rescue.

Passers-by stopped to become life-savers. Of this unhesitating and ungrudging response to the call of humanity, our employees and their families and their friends, are the beneficiaries, and in their behalf we make this public acknowledgment of heartfelt gratitude.

WESTERN ELECTRIC COMPANY.

'FUTURE CASES' POINT NEED OF BIG RELIEF FUND

Many Eastland Families Must Be Assisted After Funerals Are Held.

How some of your money went to help the victims of the Eastland disaster and how it will be spent.

The Red Cross—the community doctors—almost finished yesterday the work of binding wounds. It is beginning to direct its attention to healing them.

Fifty cases of dire need came to the notice of the workers during the day, and all of them were cared for temporarily. One of the cases "finished" will give the worker who attended it a sleepless night, inured as she is to suffering.

Tragedy of Young Man.
With her a Trauma worker visited many homes. Here is what she found in one of them:

A father, 60 years old, formerly a house wrecker, hopelessly crippled by rheumatism.

A young man 23 years old, dead.

A sister 17 years old, who earns \$3 a week.

Five smaller children without shoes or stockings.

A mother, frail from lack of proper food.

There were other elements in this inventory. One of them—and it is a three room cottage. The walls were discolored from many rains. Three months' rent (\$21.25) unpaid.

The house is on the extreme west side of Cicero. With the wages of the boy now dead the family income for the nine months just past had not been over \$15 a week.

Result of the Visit.
After she had completed her questioning the Red Cross worker fairly crumpled up. She pressed the money she had left from her initial \$100 into the mother's hand and said:

"Buy shoes and stockings—anything you need."

From the house she walked with the mother to the back door.

"This is about the time we would be coming home together," the girl remarked. "We had planned to go to a party Sunday night. He couldn't have many good times."

The Red Cross worker listened to her own footsteps and bawled over a distance of several blocks.

"Have you arranged for the pallbearers?" she asked, attempting to become businesslike.

"I have found three. We don't know many people. Ben never been out of Chicago," she said off on Saturday. "He said he wanted to see Michigan."

The Red Cross worker arranged with the undertaker for the funeral, found pallbearers, and left.

Need for Big Fund.
"That family ought to have aid for three years," she remarked. "At least until the oldest boy is big enough to work."

J. O'Connor picked up this case as typical of the situation which will confront Chicago after the excitement of burial is over.

"This is the reason we need a big fund," she said.

There were hundreds of similar reasons written on cards in the offices of the Red Cross at the Western Electric plant. Here is another:

A girl who lives in the neighborhood of the Western Electric plant died in the water around the Eastland. She had lived with a married sister, two babies of tubercular heritage, and their old mother. Her brother-in-law died nine months ago of tuberculosis. His insurance money was used for his burial. The girl, therefore, was the cost of the Eastland in this case is the amount the community will have to pay directly or indirectly until these children become workers.

The Two Widowers.
Another investigator who made her trips with a reporter entered a house on the north side. She found two widowers. Both became widowers some time on Saturday morning. Both had children.

There was long questioning. Both of the women had been buried.

"We don't want money," said one. "My brother loaned me enough for the funeral."

The investigator did not stay. She merely marked "for future aid" against the names in her notebook.

These "future cases" are recorded with as much accuracy as those which have required immediate financial aid.

The Eager Stepfather.
On Monday one of the city nurses visited a house on the southwest side. Her report showed that a boy had been drowned. He had a mother and a stepfather. There was enough money in the house to pay for the funeral. The stepfather was eager to pay.

On the report the nurse wrote that in spite of protestations the family was in need.

A Red Cross worker visited the house yesterday.

"I will not profit by my stepson's death," was the answer which met her offer of help.

CLEVELAND INSPECTOR STARTS FOR CHICAGO.
Capt Nelson Ordered Here by Redfield, and Other Federal Employes Summoned.

Cleveland, O., July 28.—Capt. Niles E. Nelson, supervising inspector of steamboats here, left for Chicago tonight to appear before Secretary of Commerce Redfield in his investigation of the Eastland disaster. Washington officials are also understood to have ordered Special Agent Charles E. Woody of the department of justice to secure statements from Albert Thompson, who managed the Eastland for the first two years of her career; Capt. Claude E. Jones, former commander, and J. F. Mulholland, another manager of the vessel. These statements are to be forwarded to Chicago.

Burned in Explosion.
A man and woman were severely burned and injured yesterday morning when an explosion in the kitchen of the Harmony cafe, at 229 South Wabash avenue, exploded.

CHICAGO RISES MAGNIFICENTLY TO AID EASTLAND SUFFERERS

The mayor's relief committee, Julius Rosenwald, treasurer, received the following additional contributions yesterday to the Eastland fund:

\$750.

Automatic Electric Co. employees.

\$254.35.

Contribution by 1,370 Chicago employes of Wells-Fargo Express company.

\$500.

Northern Michigan Transportation Co.

\$300.

Chicago Open Board of Trade.

\$250.

Great Western Smelt, Levinson, Becker, and Refining Co.

\$200.

John M. Smith Co.

\$150.

B. A. Ralston & Co.

\$100.

Elgin National Watch Co.

\$100.

W. H. Wabash Co.

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Monarch Electric and Wire company.

Western Newspaper Union.

The Paper Mill Co.

Chicago Bell Co.

Gutta-Percha & Rubber Mfg. Co.

Revere Rubber Co.

New York Bell Co.

Packing company.

Thomas & Haydon Mfg. Co.

Chicago Tire and Rubber company.

John B. Mellers Jr.

\$40.

Reason Pails Rubber shoe company.

\$30.

Bellows-River Co.

\$35.

Sprockels & Co.

\$30.

Chicago Open Board of Trade.

\$250.

Great Western Smelt, Levinson, Becker, and Refining Co.

\$200.

John M. Smith Co.

\$150.

B. A. Ralston & Co.

\$100.

Elgin National Watch Co.

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Robt. C. Art Co.

Geo. C. Cole Co.

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EAST ONE PY RESULT OM EASTLAND

Couple Who Faced
Together Decide
Never to Part.

all the tragedy surrounding the
the Eastland, one fact emerges
the heart and relieve the tension
the marriage of Joe Yost and
Stubenrauch yesterday at
a.

to Water Together.
and knows each other only a
and the trip on the Eastland
their first outing together.
morning found them at
er's desks with 2,000 or 3,000
sure bent. They noticed the
ing, watching it as it righted
n began its last downward
like the other passengers, re-
about the vessel's strange
until its decks were afloat.

on," Joe shouted, and with his
ling her waist they dashed for
into the water together. Some
Up they came—together. Some
a rope from the dock, and with
both were hauled to safety.

Trouble to Wed.
four days ago. Yesterday Joe
after a heart to heart talk in
ing house at 108 Hill street,
ster their life course together.
erriage license office, however,
a sign saying all city depart-
been closed for the day in
the Eastland's death. That
ing obstacle, so they went to
There they learned there was a
license office.

akegan they went and returned
I'm sorry the Eastland went
d the bridge, "but I'm
there or else—"

s Cemetery Lot astland Victims

contributions to The Trans-
land fund have come in the
ay. Here is one of the letters
terday:

Tribune Relief Fund: I wish
please consider this little of-
the poor sufferers.

beautiful lot in Montrose cem-
near the entrance, large
six bodies. Since I will only
aves, one for my little girl and
elf, I should be more than
of service to some poor fam-
them bury their children
the Eastland tragedy, free of
on my lot.

glad to help keep the grave
beautiful. I am a great lover
of all ages. I know I am
for the first funeral, but I
will be more need of charity
when the Eastland is raised.

"Mrs. Ida M. Brown."
"2755 Ogden street."

Secretary Redfield directed Lieut. Col.
William Y. Judson of the local govern-
ment engineering corps to prepare a
plan of the soundings of the river in the
vicinity of the catastrophe.

Robert Reid and Charles C. Ekliff, in-
spectors at Grand Haven, and Capt. Nils
A. Nelson, supervising inspector from
Grandland, are due to arrive in Chicago
today.

"This is not the time for attack or
misrepresentation," said Secretary Red-
field in making an appeal to the public
to suspend judgment. "It is the time for
study, searching investigation."

CLYNE ACTS TODAY.
The federal grand jury summoned by
Judge Landis to inquire into the causes
and fix the blame for the Eastland disaster
will assemble this morning in the federal
building. More than 100 witnesses have
been subpoenaed. These include about
forty of the officers and crew of the ill
fated ship. These will be among the first
called. Survivors and persons who saw
the vessel topple over constitute the re-
mainder of the witnesses.

District Attorney Charles F. Clyne,
aided by Assistant District Attorneys Jo-
seph B. Fleming, Henry W. Freeman,
Benjamin F. Epstein, and Peter P. Min-
dak, spent the day preparing evidence to
present to the jury. Mr. Clyne says he
also has made arrangements to get all
correspondence of the department of com-
merce bearing on lake excursion business.
This includes letters and warnings sent
the department by Secretary Victor A.
Glander of the Lake Seamen's union and
Secretary Edward N. Nickles of the Chi-
cago Federation of Labor.

William P. Sidley, vice president of the
Western Electric company, called on Mr.
Clyne and offered his personal services
and the assistance of the company in the
government's grand jury investigation.

Noticed the List.
On the night before the accident I
went out with an excursion," Mr. Lobdell
said, "and I noticed the boat was listing.
In the dance hall it was a common ex-
pression among the dancers every few
minutes. 'Now we are going uphill,' but
I did not think anything special of it."
The next morning I boarded the East-
land and noticed she was listing. I didn't
consider that anything serious till they
started screaming in the morning on the
starboard side and jumped and swam
to the dock."

Have Two Theories.
The inspectors told Secretary Redfield
they made the point with all possible
care.

Gen. Uhler had this to say:
"There are two theories which we shall
investigate, that some obstruction in the
river near the dock caused the capsizing
of the boat and that this obstruction has
been miraculously avoided by other ships.
The second theory is that the boat
touched the river bed at one end and the
result that it capsized. These theories
cannot be fully investigated until the boat
is raised."

U. S. INQUIRY INTO DISASTER BEGINS TODAY

Secretary Redfield and Aids
Promise "Most Thorough"
Investigation.

The department of commerce's inquiry
into the capsizing of the Eastland will be-
gin today in the federal building under
the direction of Frank W. Van Patten
and William A. Collins, local steamboat
inspectors stationed at Milwaukee.

Hearings will be held in room 653, and
the first witnesses will be Capt. Charles
H. Westcott, supervising inspector for
this district, and inspectors Reid and Ekliff
of Grand Haven. Details of the in-
quiry were discussed at a conference last
night in Secretary Redfield's rooms at
the Blackstone.

Lieut. Gov. Barratt O'Hara last night
sent a letter to Secretary Redfield, asking
that a man friendly to the laboring inter-
ests be appointed to the advisory board.
Mr. O'Hara said he would call on the sec-
retary in person today to make the re-
quest a second time.

Secretary of Commerce William C. Red-
field, Albert L. Thurman, solicitor for the
department; Gen. George Uhler, super-
vising inspector general; Harry A.
Wheeler, Marvin B. Pool, and an engineer
from the Western Electric company will
participate as an advisory and supervi-
sory board.

Investigate Crew.
The subjects of the inquiry are the con-
duct of the officers and crew of the East-
land and adequacy of the inspections
made by the federal inspectors at Grand
Haven and Chicago.

During the day Secretary Redfield ap-
proved the work of the three inspectors
from the customs department, who cer-
tified that only 2,500 passengers, includ-
ing children and babies, were permitted
to board the vessel. This count has been
questioned by State's Attorney Hoyne,
who estimated some 2,700 passengers.

"I want you to know," said Mr. Redfield
to the newspaper men, "that as far as
these men are concerned they have done
their duty and done it well. I commend
them."

The three inspectors were Robert H. Mc-
Creary, chief of the local customs bureau;
L. A. Lobdell, and H. G. Oakley.

Noticed the List.
On the night before the accident I
went out with an excursion," Mr. Lobdell
said, "and I noticed the boat was listing.
In the dance hall it was a common ex-
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Have Two Theories.
The inspectors told Secretary Redfield
they made the point with all possible
care.

Gen. Uhler had this to say:
"There are two theories which we shall
investigate, that some obstruction in the
river near the dock caused the capsizing
of the boat and that this obstruction has
been miraculously avoided by other ships.
The second theory is that the boat
touched the river bed at one end and the
result that it capsized. These theories
cannot be fully investigated until the boat
is raised."

Will Show Soundings.
Secretary Redfield directed Lieut. Col.
William Y. Judson of the local govern-
ment engineering corps to prepare a
plan of the soundings of the river in the
vicinity of the catastrophe.

Robert Reid and Charles C. Ekliff, in-
spectors at Grand Haven, and Capt. Nils
A. Nelson, supervising inspector from
Grandland, are due to arrive in Chicago
today.

"This is not the time for attack or
misrepresentation," said Secretary Red-
field in making an appeal to the public
to suspend judgment. "It is the time for
study, searching investigation."

CLYNE ACTS TODAY.
The federal grand jury summoned by
Judge Landis to inquire into the causes
and fix the blame for the Eastland disaster
will assemble this morning in the federal
building. More than 100 witnesses have
been subpoenaed. These include about
forty of the officers and crew of the ill
fated ship. These will be among the first
called. Survivors and persons who saw
the vessel topple over constitute the re-
mainder of the witnesses.

District Attorney Charles F. Clyne,
aided by Assistant District Attorneys Jo-
seph B. Fleming, Henry W. Freeman,
Benjamin F. Epstein, and Peter P. Min-
dak, spent the day preparing evidence to
present to the jury. Mr. Clyne says he
also has made arrangements to get all
correspondence of the department of com-
merce bearing on lake excursion business.
This includes letters and warnings sent
the department by Secretary Victor A.
Glander of the Lake Seamen's union and
Secretary Edward N. Nickles of the Chi-
cago Federation of Labor.

William P. Sidley, vice president of the
Western Electric company, called on Mr.
Clyne and offered his personal services
and the assistance of the company in the
government's grand jury investigation.

Noticed the List.
On the night before the accident I
went out with an excursion," Mr. Lobdell
said, "and I noticed the boat was listing.
In the dance hall it was a common ex-
pression among the dancers every few
minutes. 'Now we are going uphill,' but
I did not think anything special of it."

The next morning I boarded the East-
land and noticed she was listing. I didn't
consider that anything serious till they
started screaming in the morning on the
starboard side and jumped and swam
to the dock."

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THIS PICTURE NEEDS NO HEADING.



LAKE VESSELS SAFE, LAW GOOD, REDFIELD SAYS

(Continued from first page.)

examination made of all boats to prevent
a repetition of the Eastland disaster?
A.—Not until we know what caused this
accident.

Q.—Are stability calculations important
in determining whether a boat is sea-
worthy?

A.—(By Gen. Uhler)—They are of prime
importance, of course, but such matters
are up to the builder and designer. I don't
know that the capacity of builders or de-
signers ever has been questioned. They
wouldn't presume to build a boat that
wasn't stable any more than an architect
would presume to put up an unstable
building.

Q.—The building department of the city
of Chicago must O. K. the plan of every
building before it can be constructed. Is
that scheme followed by the steamboat
inspection service?

Plans Never Approved.
A.—Since 1911 the requirement has been
that all plans of boats must be submitted
to federal inspectors. But that is not so
much to figure stability as to have a re-
cord by which later we can determine
deterioration.

Q.—And the plans do not have to be ap-
proved?

A.—No; it would take a big clerical
force to do that. It is left to the de-
signer.

Q.—Do you think that is proper?

A.—Yes, I think it is proper and safe.
A.—(By Secretary Redfield)—I'll tell you
what I'll do. I'll agree to this: Get
your editors to determine the force nec-
essary to make stability tests and I will put
in a recommendation to congress for the
appropriation to establish it.

Q.—How do you determine the number
of passengers that may be carried on a
ship, especially for an excursion trip?

A.—(By Gen. Uhler)—It is determined
first by the deck space and then by the
general construction of the boat—whether
it is a sidewheeler or has stern pro-
pellers, the proportionate relation of
beam to length, and whether it has a
heavy or low submergence.

Don't Consider Weight.
Q.—And how much deck space do you
allow for each passenger?

A.—As a general thing we calculate
about nine square feet, but that is up to
the local inspectors.

Q.—Does the question of weight of the
passengers enter into determining the
maximum load?

A.—No, because the number includes
children.

Q.—But you do take weight into con-
sideration in the regulations concerning
life boats and life rafts?

A.—That is true; we figure an average
of 160 pounds for each passenger.

Q.—In so far as you determine the num-

LABOR PROTESTS TO WILSON ON REDFIELD BOARD

Labor unions of Chicago and Illinois
last night made emphatic protests, some
of them to President Wilson personally,
against the personnel of Secretary Red-
field's commission to investigate the
Eastland disaster.

The protest came, among others, from
the president of the Chicago Federation
of Labor and the president of the Illinois
Federation of Labor.

The City Club of Chicago and the Wom-
an's City club will hold meetings tomor-
row morning to consider this matter of
the federal inquiry.

Mrs. Robins Appeals to Wilson.
The National Woman's Trade Union
league, of which Mrs. Raymond Robins
is president, sent to President Wilson a
telegram, saying:

"Personnel of suggested federal board
of inquiry into Eastland disaster thor-
oughly unsatisfactory. No representative
of labor or traveling public. Board as
constituted represents only employers
and inspection service. Urge commission
independent of department under fire and
on which labor and the traveling public
are represented."

A meeting of the Chicago Federation of
Labor, to be held on Sunday, will make
plans to get into immediate touch with
every Illinois and labor union member of
congress. John Fitzpatrick, its president,
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"When the newspapers reported that
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vestigation of the horrible Eastland dis-
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representing over half a million United
States citizens, immediately telegraphed
President Woodrow Wilson entering our
most emphatic protest against either
Hoover, Thurman, Uhler or Chamberlain
having any hand, act, or part in the in-
vestigation of this awful calamity.

"Now we find Mr. Redfield, secretary
of commerce, instituting an investigation
with Solicitor Thurman in charge and
then, to insure an impartial investigation,
instituting a citizens' auxiliary, and as a
member of the citizens' auxiliary a re-
presentative of the Western Electric com-
pany. I wonder what they think the citi-
zens of this city are made of, to stand
such an affront to common decency."

Wants Labor Represented.
John H. Walker, head of the Illinois
Federation of Labor, said:
"The civilian board appointed by Sec-
retary Redfield to supervise the investi-
gation of the Eastland sinking is a trav-
esty on representative government."
The largest corporation and financial
interests in Chicago are represented. An
engineer of the Western Electric com-
pany is to sit on the board. The two most
important interests of all are neglected by
Mr. Redfield. These are:

"The steamboat workers, whose or-
ganization, the Lake Seamen's union,
should have representation.
"The traveling public, the common
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FEDERAL JURY TO HEAR HULL, EASTLAND HEAD

Subpoenaed at St. Joseph and
Leaves to Testify; Guard Is
Asked; Ship Line to Quit.

[BY A STAFF CORRESPONDENT.]
St. Joseph, Mich., July 28.—[Special.]—
United States District Attorney Clyne of
Chicago stole a march on State's At-
torney Hoyne here today in the dual in-
vestigation of the Eastland disaster when
a United States marshal served a sub-
poena on William H. Hull, vice president
and general manager of the St. Joseph
Chicago Steamship company, which op-
erated the Eastland, to appear before the
federal grand jury in Chicago. The grand
jury meets tomorrow. Mr. Hull de-
parted for Chicago tonight.

Immediately after the summons was
served on the steamship official the at-
torneys for the line asked for the United
States court to guarantee protection of
Mr. Hull while he is in Chicago. They
also asked that he be conducted safely
outside the jurisdiction of the state of
Illinois after he has given his testimony,
in order to forestall any effort by the
Chicago police or State's Attorney Hoyne
to place him under arrest. Late Joseph
Hull's lawyers had been unable to get
this assurance.

Hull Under Doctor's Care.
For two days Mr. Hull has been under
the care of a Chicago physician, and up
to noon today his nervous condition was
such that it was extremely doubtful if
he would be able to stand the ordeal of
examination in court. He insisted, how-
ever, on going, declaring he was pre-
pared to go into every detail within his
knowledge covering the facts of the case.
Just before his departure, Mr. Hull said:
"Our company obeyed the federal in-
spection regulations in every regard, and
while the horror of the disaster has
stunned us all, I do not see how any one
can with justice place the responsibility
on officials of the company."

Ship Company to Quit.
The St. Joseph-Chicago Steamship com-
pany will go out of existence at the close
of the fruit shipping season. This an-
nouncement was made late today by Mr.
Hull, following a long conference with
George T. Arnold of Mackinaw City,
president of the company, together with
other directors and other stockholders.

The Indiana Transportation company,
operating a line of excursion steamers
between Chicago and Michigan City and
which had chartered the Eastland for the
Western Electric company picnic last
Saturday, also may close its books and
give up its charter.

What disposition will be made of the
vessels involved will depend upon the li-
ability for damages of the two companies,
to be determined by the courts.

Police and Firemen to Aid Fund.
Chief of Police Healey issued an appeal
yesterday to members of the police depart-
ment to contribute to the Eastland relief fund.
Fire Marshal O'Connor issued a similar appeal.

interests which are represented by Mr.
Redfield's supervising board."

Secretary T. F. Neary of the Teamsters'
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The Tobey Furniture Company Semi-Annual Sale

Oriental Rugs

This department offers an unusual oppor

The Chicago Tribune.

THE WORLD'S GREATEST NEWSPAPER.

FOUNDED JUNE 16, 1847.

ENTERED AS SECOND CLASS MATTER JUNE 8, 1906, AT THE POSTOFFICE AT CHICAGO, ILL., UNDER ACT OF MARCH 3, 1879.

All unsolicited articles, manuscripts, letters, and pictures sent to "The Tribune" are sent at the owner's risk, and the Tribune company expressly repudiates any liability or responsibility for their safe custody or return.

SWORN STATEMENT.

Net paid circulation of "The Chicago Tribune," as reported under oath to the United States government under section 4674 of the postal laws and regulations, being the average from Oct. 1, 1914, to March 31, 1915:

Daily 526,597
Sunday 554,848

The above figures are exclusive of all papers which have been wasted, spoiled, returned, duplicated, delivered as complimentary, in exchange, as samples, which were mislaid or lost, or were late in arriving at their destination, or that remained unsold. They also are exclusive of papers paid for but on which money so paid has been refunded.

THURSDAY, JULY 29, 1915.

"Our Country! In her intercourse with foreign nations may she always be in the right; but our country, right or wrong."
—Stephen Decatur.

GIVE!

Readers of THE TRIBUNE went in sympathy yesterday morning with Red Cross investigators unobtrusively into the homes which the Eastland made sorrowful. It must have been seen at once how many families subsisting with dignity and pride live upon a margin of comfort where they can be overbalanced by accident. It was seen how admirably they conserve their resources and how bravely they preserve the elements of their self-respect. But a disaster, a conspicuous one such as the Eastland made or an inconspicuous one such as the illness of a wage earner, puts upon these homes a burden which makes some of them helpless.

One easily understands that the people who have been made victims of circumstances recently keenly the urgency of their need, but they should know and the city should know that whatever the community can do now is miserably inadequate. In a large sense the community is to blame and the community should repair the wrong so far as it may be remediable, which is in essence not at all.

BACK WAR COLLEGE PLANS.

Immediately after the failure of the last congress to pass defense legislation THE TRIBUNE called attention to the necessity of concentrating defense propaganda on the general need of better defenses and preparing public opinion to support plans proposed by our military authorities. The danger of scattering influence or perverting it to the support of ill advised proposals was pointed out then, and THE TRIBUNE therefore heartily indorses the following appeal made by Secretary Garrison:

"I feel sure that all sensible, patriotic citizens wish to see a wise, practical, adequate military policy proposed and agreed upon. We are working to do our part toward that end. If all those who wish to see a proper policy adopted will devote themselves to showing the necessity of such proper policy and abstain from discussing its details until the plan is disclosed as a whole, the very best possible results may be attained."

There is pretty certain to be freak legislation offered. It should be swept aside in favor of sound planning.

THEY WON'T ENLIST.

One of the recent expressions of extreme pacifism is the organization of the Anti-Enlistment league, the members of which sign a pledge "against enlistment as a volunteer for any military or naval service in international war, and against giving my approval to such enlistment on the part of others."

At a meeting July 4 (1), held in a Boston church, over 100 men and boys signed cards pledging themselves, according to the Boston Herald, never to enlist or "to assist any army or navy in murdering their brothers."

Organized nonresistance, already existing in the Quaker denomination, is not destined to spread among a people like the American, and it would certainly be a mistake to take it seriously enough to attack the clergyman who is at the head of the league. That would only make a martyr of him and advertise his efforts among the sentimental impressionables. There are not lacking men who will refrain from enlisting on grounds less excusable than those this clergyman advances. They are more numerous than the nonresistants will ever be, and for them the system of universal service is an admirable medicine.

NATIONAL STRENGTH CONSIDERED GEOGRAPHICALLY.

Hilaire Belloc, who represents intelligent military opinion, finds the Germans' position geographically weak inasmuch as the territory held by them, whether within or without the confines of the empire, presents four corners which must be held at all hazards. They are represented by East Prussia and Silesia, Belgium and Alsace.

His reasons for the conclusion that these four corners constitute a structural weakness are not as clear as Belloc usually makes his reasoning, although it is apparent that the defense of four corners would be more difficult than the defense of a center. What Belloc seems to magnify is the essential importance of the four corners to the Germans. They are important but not vital.

On the allies' side there seems to be a geographical disadvantage which is real. They were exposed to superior German preparedness at points essential to their welfare. France finds that a considerable percentage of her mining and manufacturing district is in possession of the Germans because it was directly in the line of advance. It would have been better for France if she could have exposed, say, the Midi, to this attack, except as that might have affected her seaports.

Mines and factories are of the highest importance in the conduct of the war and the loss of a mining and manufacturing district is serious to the nation which suffers it and the gain of such a district is important to the nation which gets it. Germany has been strengthened and France weakened thereby.

Belgium also is a mining and manufacturing country and it is in the possession of the Germans to the further accretion of their power. It was their fortune to find a mining and factory country exposed to them on a direct line for the movement

of their greatest strength. If they had been able with like ease to overrun Serbia it would have been relatively unimportant. Russia also exposed its rich mining and factory region in Poland to the direct German attack and has lost heavily in resources because of the character of the land which Germany was able to occupy. Even Great Britain has been at the disadvantage of having its fishing banks open to the easiest line of submarine attack and if the question of a food supply ever became a serious one to the British Isles the handicap to the fishing industry might become an important item in the war.

If there be a geographical embarrassment it would seem to injure the allies more than the Germans, who not only have the strategic advantage of fighting on the interior lines but who have the vitals of their empire incased in much land which might be taken before the real heat and strength of the nation were affected.

IF WE HAVE A MAN, HE'S SHERMAN.

If Illinois is to present a favorite son to the Republican national convention it must be apparent to any one who will take an instant's reasonable view of the situation that there is only one possible candidate in this state. He is Senator Lawrence X. Sherman. By the simple process of elimination for good cause of one sort or another every other mentionable Republican goes out and Sherman alone remains.

We do not say that Lawrence X. Sherman is to be or has great chances of being president of the United States, but he is, we think, the only man in Illinois who need be mentioned in its annals. A presidential candidate is not a top growth. It must have roots. Politics of a national character do not raise annuals. It raises perennials. The nation must have at least a sense of the fitness of a man for the highest office and it gets that sense by some process of political psychology. It is not by reasoning and it is not by information, because both are confused, especially in a campaign, but it is a remarkably sound process nevertheless.

One has only to compare what occasionally gets into the vice presidential office with what material is chosen for president to understand how the subconscious if not conscious intelligence of the nation works when the chief place is to be filled. The electorate has savvy if not definite information. Savvy is personal information and intelligence plus national consciousness, and it works.

There is no one other than Sherman in Illinois who is worth the mention before the next Republican national convention. He may or may not be. He has had long service and has talent and character. He is known. He is not ephemeral. The savvy of the nation might recognize him. It might not. But it will not recognize any other person in Illinois, in our opinion. Sherman has lived before the public. He has been given the confidence of this state on numerous occasions.

We do not know what may happen to his candidacy if it exists and if it is presented, but we have a definite idea of what will happen to any other originating in Illinois.

SUMMER MILITARY SCHOOLS.

There can be no army without officers, and one of the worst phases of our unpreparedness for defense is our lack of men with sufficient military knowledge to act even as subalterns in an army of citizenry. To provide an officer among civilians to be called upon in case of war is a problem which must be worked out in any thorough planning for a better military system, but in the meantime something is being done as a stopgap. This something is the vacation military camps indorsed by THE TRIBUNE two years ago, one of which was described by Mr. George F. Porter in THE TRIBUNE of yesterday.

It is hoped these schools will attract many young Americans of education upon whom the nation must rely for officering a citizen army until a better system than our present one is established and producing results. We are conscious that the current of events is moving swiftly in these tremendous days, and without falling into the mistake of excessive alarm, we may well concede it to be prudent to take what means we may without undue delay to diminish our present deplorable unreadiness.

The summer schools have the indorsement of the president, Secretary Garrison, and the progressive men of the army, as well as leading educators, like Presidents Hadley of Yale, Lowell of Harvard, and Hibben of Princeton. It is hoped not only patriotic impulse but also the essential interest of the courses offered, will attract an increasing number of Americans to prepare themselves for a commission in case of need.

Editorial of the Day.

MOVIE CENSORSHIP.

[From the Saturday Evening Post.]
The instinct to look after your neighbor's morals—however unsuccessful you may be in looking after your own—is ineradicable in human nature. If printing were a new art—invented, say, in the nineteenth century—it would undoubtedly be under a comprehensive censorship. There would be a college of censors in the postal department to scrutinize every printed sheet that went through the mails. There would be state censors whose political activities had been of such nature as to inspire the governor with great faith in their general discretion.

New York, Chicago, and other large cities would have local boards probably affiliated with the police department and very zealous in seeing that the minds of the young were not corrupted by printed words which tended to raise doubts of the police department's intelligence and integrity. Recent issues of Chicago newspapers containing information that policemen had been indicted for grafting would have appeared with the corrupting columns carefully blacked over in the Russian manner.

Motion pictures are a new art, and a complicated system of censorship is growing up round them. There is no particular reason for censoring motion pictures more than anything else, except that they are new and their unsettled status gives the censorious instinct a chance to assert itself. Crime of all sorts is constantly depicted in print that is within the reach of an illiterate child possessed of a penny. It is constantly shown on the stage, the illusion of which is more powerful than that of the motion picture. Motion picture men themselves set and supported the national board of censors because they wished the public to be assured that the entertainments were such as the public's wives and children could see without offense. A lot of state and city censors, each with his own notion of what is advisable for his neighbor to see, cannot fail to become in the end an intolerable nuisance.

A LINE O' TYPE OR TWO.

Motto: How to the Line, let the quips fall where they may.

BEFORE SEDAN.

[From clippings by Fairfield of fugitive verse of many years ago. Who wrote it?]

HERE in this leafy place,
Quiet he lies.
Cold, with his sightless face
Turned to the sky;
'Tis but another dead;
All you can say is said.
Carry his body hence—
Kings must have slaves;
Kings climb to eminence—
Over man's grave;
So this man's eye is dim—
Throw the earth over him.
What was that white you touched,
There, at his side?
Paper his hand had clutched
Tight ere he died;
Message or wish, maybe—
Smooth the folds out and see.
Hardly the worst of us
Here could have smiled—
Only the tremulous
Words of a child;
Prattle, that has for stops
Just a few ruddy drops.
Look! She is sad to miss,
Morning and night,
His—her dead father's—kiss;
Tries to be bright,
Good to mamma, and sweet.
That is all "Marguerite."
Ah, if beside the dead
Slumbered the pain!
Ah, if the hearts that bled
Slept with the slain!
If but the grief died—No!
Death will not have it so!

IN relating the relinquishment of his allegiance to the United, more or less, States, the cable refers to Henry James as the American born writer. Plainly there should be a hyphen "twixt American and born. For Henry was not a born writer; he was made.

OF all sad words of tongue or rubber stamp, the saddest, we venture, are the notary public's—"My commission expires on blank date"; unless we accept L. V. B.'s suggestion that equally sad or approximately disappointing are the familiar words, "Further deponent sayeth not."

Life's Little Lunacies.
Sir: My favorite form of insanity is standing in front of a revolving door, waiting for some one to turn it for me.
J. G. L.

"FORD runabout found—wrecked. Party owning can claim name by presenting credentials."—W. G. N.

Only the name left, but that is imperishable. "KINDLY do not use my name," requests W. H. M., including the Damm-Good wedding wheeze. Strange. We are never asked to suppress a name when the wheeze is fresh.

Our Village.

Our farmers enjoyed another million dollar rain Tuesday and Wednesday, which was fine for the tomatoes and corn. It is not the drought is broken.

—Ed and family are residing in Glenwood during the heated era, having a palatial bungalow of the estate of P. De Lang.

—Slase Thompson visited yesterday and renewed his subscription for another epoch. Slase reports that the alfalfa is looking damph.

—Tom Levy, the intrepid mariner, is spending his vacation aboard the Mayflower. Tom's boat will never tip over, as every time his metacarpus gets low he takes aboard another barrel.

—President Gertrude Brown of the New York woman suffrage visited yesterday, accompanied by Mr. Ray Brown, her husband, they now being in Morrison, Ill.

—Among those who have attached themselves to the fourth estate for the summer mos, are Jack Hammond and Paul Augsburg.

—Law Stevenson, our pop. sec. of state, writes us that he has no intention of following Bill Bryan's example, but will remain on the job, which is good news in these shaky times.

—Ed Owen, one of the noisiest of our proof press boys, made a noise last Sat. all right, he rescuing more than a doz. victims of the boat accident. Make all the noise you like, son, we're for you.

—Old Al Dennis of here and Glenwood has taken a big building contract at the Soo, which threatens to cut into his golf, but b. before p. is Al's slogan.

—Wright Neumann, the w. k. impresario, laid a basket of elegant presents on ye Scrib's table Tuesday, after which we discussed the war until the police arrived.

THE bureau of mines has reduced the cost of radium to \$26.65 a gram. Better lay in your winter supply.

WHAT has become of the o. f. captain who used to go down with his ship?

PAN'S DIARY.

(Continued by Ursus.)

TUESDAY: Will the rainy season never come to an end? Already it has canceled many entertainments in our very best families.... My dear friend Temus has sent me a new pipe, and the tones are wonderful. I have practiced on it till I am quite worn from the exertion, although Temus swears he has never heard finer music.... Last night was one wonderful night, and never did the maidens show more grace in the dances. An olive-skinned girl from the south of Italy has taught me a new one. It made a hit, and she says it is called the "Animal Dance."... I heard a good joke last night, little diary, and in order not to confuse it, I will put it down in these pages. [Note by censor: Joke too rough—deleted.]... Considerable crowd at the beaches yesterday afternoon. Some of the ladies have adopted one-piece swimming costumes, in spite of the fact that they impede one in the water....

IN Prince Albert, Sask., they do better than "buy a bale." They help the southern planter by using cotton to give form to the codfish ball.

A FLYING START.

Sir: Am 40 years old and have never vexed or tackled the Line; believe I'm due and offer the following credentials:

Sign in Waterloo, Ia.: "The Unique. Cleaners of Waterloo." They're needed. Window sign in Columbus Junction, Ia.: "Marry Widow Sunday, 10c." A ministerial rate probably. Barber's sign in Charles City, Ia.: "O'Hair, the barber."

H. N. H.

MR. NOUD sells girls' furnishings in South Haven. Yes, still chilly.

THE IRON CROSS IN IOWA.

[From the Emmetsburg News.]
Two babies were born to Dr. and Mrs. J. L. Marks of Lake Park. A number of their friends had an artistically decorated iron cross made and presented it to them.

"POLO" is a feature at the Chicago Golf club. We read. Meaning, as yourself remarked, water polo.

"PRECIPITATION"—Excess since Jan. 1, '14 inch.

SHOULDN'T that be 56 inches? R. L. T.

How to Keep Well.

By Dr. W. A. Evans.

Questions pertinent to hygiene, sanitation, and prevention of disease, if matters of general interest, will be answered in this column. Where space will not permit or the subject is not suitable, letters will be personally answered, subject to proper limitations and where a stamped, addressed envelope is inclosed. Dr. Evans will not make diagnosis or prescribe for individual diseases. Requests for such service cannot be answered.

Copyright, 1915, By Dr. W. A. Evans.

WORM INVESTIGATION.

THE old idea that a man's home was his castle and that within that castle he was privileged to do as he pleased, regardless of his fellow man, does not stand the test of modern civilization. It was founded on the thought that what a man did within his home did not harm his neighbors. Every experience of society teaches us that what a man pays for what happens in his own home is but a part of the cost. The neighbors pay a big part of the bill.

Now comes Prof. Stiles of the public health service, who proves that, if a man has a privy on his lot, the neighbors' children for a considerable distance before, back, on each side, have worms, and, furthermore, that because they have worms, they do not get on average well at school.

Prof. Stiles investigated all of the children in a city of 80,000. Of the white children examined, 86.73 per cent had an infestation with some kind of worm. The largest percentage of cases were infested with pinworms, a form of parasite which lives in the small intestine and does but little harm—12.75 per cent. Hookworm was present in 10.09 per cent. Other parasites in the order named were amebae (a form of dysentery), round worms, whipworms and tapeworms. Of the negro children 42.12 per cent—practically one-half—were infested; and 27.98 per cent of the children were infested with round worms.

Evidently a negro woman should give her children sanitary advice once a year. The other infestations follow in the order named: Whipworm, amebae, monads, hookworm, and tapeworm. Negroes are very apt to be infested with pinworms.

Thirty-nine of the children had two varieties of parasites in their intestines. Three of the children had three varieties.

Most forms of intestinal parasites get into the body through putting into the mouth foods or other substances that have been defiled by human excreta through the agency of flies, dirty hands, unwashed food, or something else.

The percentage of infested children who lived on lots where there were yard privies or near such lots was large. The children who lived on sewer premises were much better off. The number of children with roundworms was 2.61 per cent greater on the sewerless lots. The difference among the whipworm children was almost as great.

BETTER SLEEP ALONE.

L. B. B. writes: "What effect would it have on a young girl of 14 years to sleep continually with her mother, who is over 50 years old?"

REPLY: The difference in age would cause no harm. Generally speaking it is better to sleep alone.

LA MARQUEE DE FONTENAY.

Copyright, 1915, By the Brentwood Co.

DONA ELBORORA CENCI, Princess of Vicovaro, who was the daughter of the late Lord Lifford Spencer of New York, seems to have died with a poor opinion of the common sense and experience with the world of her only daughter, and heiress, the half-American Dona Beatrice Cenci, although she is in the neighborhood of 40.

Her mother in her will, which has just been probated in New York, and which disposed of some \$1,000,000, divides her American and also gives her property in Italy, France, and Switzerland, to one of which countries the princess maintained residences and big establishments, virtuously intrusting the guardianship of her daughter to a couple of friends.

These are the daughters of the late Countess Cesar Giannotti, who died the other day. Countess Giannotti was the daughter and heiress of the great American tobacco magnate, Francis Sherwood Kinsley of New York, and her husband was for three decades grand master of ceremonies and of the palaces of the present king of Italy and of his father.

Of the two daughters of Countess Giannotti, one is Beatrice, who is the daughter of the late Countess of the Cavalieri Francesco of the Italian diplomatic service. She is to receive \$50,000 a year from the late princess' estate in connection with her services as guardian of Beatrice Cenci. If Dona Beatrice dies, the duty of guardian and the diary attached thereto go to her younger sister, Maria, married to Count Balbi.

In her will the Princess of Vicovaro directs that Dona Beatrice, Freccotti, or failing her, her sister, Countess Maria Balbi, shall have the power "to send away any person or persons living with or visiting my daughter whom she believes may be imposing upon her, or whom she thinks it may not be for the best interests of my daughter to have with her."

The princess also, in mentioning her daughter, declares that "she is inexperienced in matters of business, never having received any training in this respect, and never having had in the past herself with business or money matters." She therefore finds it necessary that there should be some one to "supervise" her daughter, and "to see that she is always well cared for, and as happy as possible."

Consequently she requests the two daughters of the late Countess Giannotti to act as mother to her girl, although they are considerably younger.

It must not be understood, however, that all this that Dona Beatrice is mentally afflicted. The late princess contemplated the possibility of her marriage and made provision for any children who might be born of such a union.

Whereas, much has been written about the magnificent qualities of the French soldier in the present war, too little has been said concerning his officer, especially the regimental officer. Yet his camaraderie with the private in the ranks, his absence of all hauteur when off duty, and the entire sympathy which he manages to establish between himself and those serving under his orders are accountable for the splendid showing of the French troops in the field.

There is no longer any spirit of caste in the French army. It has entirely disappeared, and in this respect it differs from the army of every other civilized power, even that of the United States. In Germany the gulf between the commissioned and noncommissioned ranks of the army is particularly deep, and in

NERVOUS CHILD.

Mrs. W. C. writes: "Our little daughter of 6 years awakened in the night crying about a neighbor's house which had partially burned the day before. She was very nervous and a cold sweat followed. It required nearly two hours to quiet her so she could sleep. She has had slight chills twice before during the night without any cause. She is much affected by any much disease. I have to tell her that it was nothing very serious, that the neighbors will have a new and better house, etc. She will have trouble in getting to sleep for several nights after any such unusual happenings. She is weakly, nervous, and is in good health; weighs forty-five pounds."

REPLY.

Whenever a child has night terrors two possibilities should be investigated. The first is that the child has epilepsy or masked epilepsy. The second is that she is infected with intestinal parasites. Advice from measures directed toward either of these conditions, if either be found present, a child subjected to night terrors should be handled with care. The diet should not be rich in meat. A low protein diet is advised. Competitive play should not be permitted. Kneading of the abdomen is advised. Dr. Forbush, American Institute of Child Life, has written some valuable booklets on the subject.

DEEP BREATHING EXERCISES.

J. M. S. writes: "Is there any truth in the assertion that deep breathing and exercises will fill out the hollows around the collar bone? Do you think there is any danger of cancer resulting later when hairs have been removed from around the nipple by means of the electrolytic needle? You recommend the knife in preference to electrolysis for mole, wart, etc. Why?"

REPLY.

1. To not think so. A few deep breathes a day, the customary procedure, will drive the air into the skin vessels and out of the liver and lungs. It will cause a feeling of glow. This is worth while, but beyond this, deep breathing, so-called, has little effect. 2. No. 3. Removal should be complete, else the growths should not be touched. Electrolysis, as usually done, is apt to be incomplete in its immediate results.

WHOLE ICEBOX IDEA.

A correspondent suggests that an asbestos covered box be used to cover the ice in a refrigerator. His thought is that such a device would lessen the amount of ice melted.

REPLY.

The device referred to would do more harm than good. Insulation around the refrigerator is right. Insulation around the ice in the box is just as wrong as ice cream.

Many people make the mistake of wrapping the ice in the ice box in paper. The theory is that it saves ice. It does, but it spoils food and kills flies. It is the worst idea in the world. The difference is in no way can it cool the box.

REPLY.

The difference in age would cause no harm. Generally speaking it is better to sleep alone.

TO OIL WAYNE AVENUE.

Chicago, July 28.—[To the Friend of the People.]—Wayne Avenue between Hollywood and Bryn Mawr avenues is in an unbearable condition, and should be oil.

This condition is also true of Broadway. Bryn Mawr and Hollywood avenues are in a similar condition. It is to be hoped that the city will do something to improve this condition immediately, in behalf of hundreds who pass this corner daily on their way to the elevated.

A READER.

This matter was referred to the ward superintendent and he reported that Ridge Avenue has been oil.

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MEASURING HIM FOR A NEW UNIFORM.

[From the New York World.]



The Friend of the People.

Letters for this department must be signed with names and addresses of the writers.

WILL ADVISE ON GARBAGE DISPOSAL.

Evanson, Ill., July 28

NEW UNIFORM.



People.

and address of the writer.

ing contractors and will be repaired.

Broadway is to be torn up

new sewer installed, after which

repaired, and Wayne avenue from

Hollywood avenue is to be closed

WALTER G. LEININGER,

Supt. of Streets.

NT OF STREET NECESSARY.

July 22.—To the friend of the

For Fifty-first street is always

city, especially west of Ashland

While one is waiting for a car

it is impossible to see the rear

when the car stops, on account

no other with dust. Isn't it

have this street sprinkled

settle at least a portion of the

attention to the above matter

greatly appreciated by

A READER.

street west of Wood street is not

condition complained of cannot

last street is paved. A private

contractor takes care of the

of Wood street.

LEININGER, Supt. of Streets.

NING EXAMINATION

TRUANT OFFICER.

July 24.—(To the friend of

Please inform me as to

divulge service examination for

er will be held.

MART SHERMAN.

tion has not held an examination

on of truant officer for several

probabilities are that there will

by held until this fall. All exam-

by this commission are public

about one month before

in a weekly bulletin issued by

copy of which may be had

at the office of the commission.

the bulletin board in the office

and are advertised in the

of the

IL SERVICE COMMISSION.

OPLE.

IN LAKE TRAVEL.

July 23.—(Editor of The Trib-

before me an interview with

secretary of the Lake Bea-

in which he says there is not

on the lake. During the

MAYOR TURNS HIS OFFICE INTO RELIEF STATION

"Send Those in Need of Help Right Here," Thompson's First Move.

"Cut out the red tape and relieve these people who are in distress."

This was the first order given by Mayor William Hale Thompson yesterday after he had got squared around following his hurried trip back from the Panama-Pacifica exposition and had been acquainted with the general details of the Eastland disaster and the present situation.

The mayor then drove over to his office in the city hall to the Red Cross officials and to Ernest P. Bicknell, Washington representative of the Red Cross, and J. J. O'Connor, in charge of the Chicago district. He suggested that quick and close contact with the sufferers was the thing to be achieved.

Office Relief Headquarters.

Accordingly the mayor's private office will be the general relief headquarters for the next few days. All persons in want will be welcomed at the city hall, beginning with this morning, where an effort will be made to get in personal contact with each one.

"What we want to avoid in such a time as this," said the mayor, "is the long and bureau system of aiding those who are in want. Let's get in touch with each one immediately if we can without waiting for reports and sending them from one to another. Let them come right here to the mayor's office and we will see what can be done."

The mayor's general committee, headed by James Simpson of Marshall Field's, and the finance committee, headed by Julius Rosenwald, will have headquarters in the mayor's office at the hall, so that all the relief directors may be in constant touch with one another and the work simplified and expedited.

Return with the Mayor.

The mayor and Mrs. Thompson and their party, including Fred Lundin, Corporation Counsel, and J. M. Faherty, president of the board of local improvements, George Nye, boiler inspector; State Senator Samuel Harrison, and City Attorney Harry Miller, arrived at 9:30 o'clock from the west, completing a 12,000 mile trip.

Mrs. Thompson went at once to the residence in Sheridan road.

Mayor Thompson and the cabinet members, including Chief of Police Healey, Commissioner of Public Works Moorehead, James Pugh, and William Burkhardt, assistant commissioner of public works, went at once to the Clark street wharf, where the mayor inspected the ill-fated ship.

Visit to the Boat.

After he had walked over the upturned deck and stopped and registered a solemn nod to help to the best of his ability to those responsible for the disaster.

The mayor said that his particular concern at this time was to see that the boat named as quickly as possible in order that the bodies may be removed and that the full evidence of the condition of the boat at the time of the tragedy would be determined. He also complimented the city department heads who had charge of the rescue work, especially praising Mr. Moorehead, the acting mayor, and Chief Healey.

He then returned to the city hall and began cutting the red tape obstructions "right and left" in the effort, he said, to get relief to the needy at once.

Among the many friends who met the mayor at the train was William Quinlan, head of the street car men's union, which had given \$5,000 to the relief fund. The mayor greeted Quinlan on the shoulder and said it was a fine piece of work.

"We couldn't have done it, Bill," replied Quinlan, "but for you."

SALOON CABARET MUST GO.

Milwaukee Police Chief Orders "Family" and "Ladies" Entrances Signs Removed.

Milwaukee, Wis., July 28.—The city council committee and Chief James J. Connelley of the police department today issued an order barring the saloon cabaret in Milwaukee. No license for this year will be issued until Monday and before that time every saloon man must agree to forbid cabaret under penalty of immediate revocation of his license. The "family entrance" and "ladies' entrance" signs over saloon doors also must disappear before Monday. Even the famous "Palm Garden" is to close for the summer.

ILLINOIS NAVAL MILITIA WINS

Best Organization Trophy for Best Marksmanship in Target Practice.

Washington, D. C., July 28.—The Illinois naval militia won the organization trophy for the best marksmanship in the target practice of the last year, and an Ohio division won the division trophy. The organization trophy was won in competition with eight eligible organizations and nine other organizations who fired in target practice but were ineligible to compete, due to various causes. The trophy will be presented to the Illinois naval militia at Chicago on Aug. 4, 1915.

ALGONQUIN CAMP.

July 28.—(Editor of The Trib-

le loss of hundreds of young

children, who in their brief at-

ence of a few hours in the country

came to such a tragic end.

In Sunday's paper "Going

to Algonquin."

body of the Eastland we can

see the inevitable. But the

Algonquin camp can be met by

"yellow" spirit, such as be-

comes at Christmas time, that

the good work among the

to the summer outing as well

as the

to Hospital camp, near Al-

ton. Mrs. Laura Collier and her

have made many a heart-

the faces smile after a long

Many more are looking for

the green. Surely there

to would love to share and

work by sending money

time to serve as a thank-

one of their loved ones is

turned today.

HEILER, 4347 Ellis avenue.

A LOVERS' TALE

By MAURICE HEWLETT

CHARLES SCRIBNER'S SONS

Read under this Lamp

Tuesday, Thursday, and Saturday

Iceland

In these days was a rugged country

inhabited by a rugged, primitive

people who lived face to face with

nature in her most relentless mood.

These passions burned with a more

flame and their ways were violent

and uncompromising—except Cor-

SAFETY IN AMERICAN SHIPBUILDING. THE EASTLAND DISASTER.

(From the Marine News (New York, June for August.)

It is almost inconceivable, but it is true, that with all its laws, rules, and regulations for the safety of life and property afloat, the United States has no laws, rules, or regulations governing the construction of vessels. Said to say, the Eastland disaster in Chicago discloses that the cause of the overturning of that ship was due to faulty design.

It seems that the underbody of the ship was not sufficiently capacious and substantial safety to carry her superstructure, considering her use. Information at hand is that her below-deck water tanks had to be full at all times in order to insure the ship's stability, and there is reason to believe that one or more of these tanks had purposely been emptied to give the vessel more freeboard, at the expense of stability.

The object in view was the loading of the ship to the limit of her capacity with passengers—eratic, uncertain, shifting, practically uncontrollable passengers—passengers whose whims or curiosity would cause them, to the number of hundreds, to rush from one side of the ship to the other, so quickly that unless the ship was unusually stable and strong the danger was always present of her capsizing.

Unreliable Inspection Service.

The record of the Eastland, from the time of its construction, in 1903, until it capsized at the dock in Chicago, was one of "crankiness," undoubtedly due to faulty design that her owners from time to time tried to remedy, but which they failed to overcome.

When the inspectors of the United States Steamboat Inspection service examined it doubtless they found a well-constructed, thoroughly equipped, full-dressed ship, but the fundamental fault—that of unstable design—evidently was overlooked, or, if noticed at all, was passed over, perhaps, because in matters of design the inspectors themselves were not competent to form judgment, and who relied upon what they considered the superior, or at least competent because experienced, judgment of her designers and her builders.

It is true that both designers and builders of ships should be experts on stability. In this case if they were competent, they were negligent; and, if incompetent, the federal authorities were unable to discover their incompetence. Therein seems to lie the fundamental fault.

Incompetent to Pass Upon Design.

The laws, rules, and regulations governing the United States Steamboat Inspection service are old fashioned, cumbersome, inadequate. The personnel of the service is far from being equal to its great responsibilities, charged as it is with safety of life and property afloat. The inspectors of hulls in most cases are shipmasters, men competent enough

to navigate vessels, but who generally have only the slightest knowledge of the fundamentals of ship design, and none too extensive knowledge fitting them to pass judgment upon the thoroughness of construction.

Quite likely they are able to examine the life saving equipment and pass fair judgment upon its efficiency and sufficiency. In the details of inspection, after the vessels have been designed and built, possibly the qualifications of inspectors are sufficient. But in design—particularly in rules of design—and to a considerable extent in construction, as a rule their judgment is of no account. And, precisely because of such lack of knowledge, we have such a disaster as that which caused the overturning of the Eastland. The inspectors of boilers (and machinery) are usually marine engineers, or boiler makers, and as a rule they are better qualified in their department to pass upon the efficiency and sufficiency of the ship's mechanical equipment than are the inspectors of what is known as the "hull department."

Inspectors Who Do Not "Inspect."

There is another feature of the U. S. Steamboat Inspection service that is desirable to hold up to public criticism and condemnation at this time: We refer to the fact that assistant inspectors almost invariably make the examinations of steam vessels, men whose competence need not be and generally is not equal to that of local inspectors.

Strange as it may appear in the larger part of steam vessels "certificated," there has been no actual, or technical, inspection. Usually where there are assistant inspectors of steam vessels they are assigned by the local inspector "to examine for inspection" this or that steamer.

They record in a small book the details of the vessels as they find them. With this in hand the local inspectors issue the certificates "of inspection" to these vessels, which, as a matter of fact, all they have inspected is the report of the assistant inspectors who "examined for inspection" the vessel in point.

Thus the criminal and penal responsibility of inspection devolves upon the inspectors who sign the certificates of inspection, but who rarely themselves inspect the vessels; and the assistant inspectors, whose "examination for inspection" of vessel constitutes, generally speaking, all of the inspection it receives, are absolved of all criminal or penal responsibility.

Again, when accidents happen, as in the present instance, the law requires that the local inspectors shall investigate them—the very inspectors who, if at fault in any of the details of the vessel's inspection, are required by law to expose their fault and condemn themselves.

The Job "Swindle."

The attention of Chief Healey was called to an advertisement in an afternoon paper asking for draftsmen to work for the Western Electric company. The address for application was given as a room in the Ashland hotel. When applicants got there they found a man named R. H. Carr in charge. Later they told Western Electric officials that he said they would be immediately put to work on payment of \$100. Many of them are said to have paid this sum, and when they applied at the Western Electric plant were told that they had been defrauded. Carr was taken into custody on orders from Chief Healey.

St. Vincent de Paul Ladies to Aid.

A benefit or social affair of some kind for the aid of Eastland sufferers will be held soon under the direction of the Ladies of Charity of St. Vincent de Paul, according to plans made at a meeting at Hotel La Salle last night.

Accuses Politician-Undertaker.

Mrs. Olaf Hammarstedt of 3412 South Wood street told reporters that a man who holds political office and also is in the undertaking business told her she would have to pay \$25 to have the body of her daughter removed to her residence if she did not give him the contract for burying the body.

"I was so grief stricken that I told him he could have the funeral," said Mrs. Hammarstedt. "I don't know how much he will charge."

THE JOB "SWINDLE."

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SHARKS GET GRIP ON FAMILIES OF EASTLAND DEAD

Loan Agents Begin to Victimize Women by False "Receipts."

One man was arrested and various cases were brought to light yesterday of attempts to prey upon the misfortunes of families of victims of the Eastland disaster by fraud. Cases were discovered of loan sharks posing as representatives of various relief bodies who had persuaded mothers and children of victims to sign receipts for money they claimed was being distributed for relief work. Later these "receipts" were found to be contracts binding the signers to pay extortionate rates of interest.

Old Woman Victim.

One case, that of an old woman left destitute by the death of a son of 19 years, caused officials of the Western Electric company to notify Chief Healey. The woman had signed a "receipt" showing she had received \$100. It was found that the loan shark had her note, which she thought was a receipt, for \$500.

Many cases where undertakers had forced expensive coffins and funeral services on widows and orphans were reported. Officials of the Western Electric company refused to give out the names of any of these undertakers.

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FOUR SURVIVE WOMEN'S PLAY IN LITTLE GOLF

Miss Kaiser, with Rounds of 42 and 47, Rules Favorite for Honors.

BY J. G. DAVIS.

Despite aqueous conditions all forty players who qualified in the various flights of the Chicago women's championship on Tuesday answered roll call for the opening round at the Exmoor Country club yesterday.

Matches in the championship flight did not produce a close finish, but a little more interest is looked for in the semi-final round this morning in which Miss Marjorie Edwards of South Shore will meet Miss Laurie Kaiser of Pleasanton and Miss Ruth Layman of Skokie will oppose Mrs. F. S. Colburn of Glen View.

Mrs. Colburn Wins, 5 and 7. Mrs. Colburn defeated Mrs. E. S. Farland of Wheaton, 5 and 7, this being an unexpectedly heavy reverse. Miss Edwards won from Mrs. L. N. Broch of Hinsdale, 5 and 4; Miss Kaiser gained a 6 and 5 margin over Mrs. Harvey L. Pound of Skokie, 3 and 1.

Judged by her play of yesterday, Miss Kaiser should be the favorite in the final. Despite the falling rain and a slow course she went out in 42 and home in 47, her total of 89 being the best made in data in the tournament.

Miss Kaiser Played Good Golf. Miss Kaiser equaled men's par on five of the holes going out, but did not finish quite as well. A 5 on the first hole, 800 yards, was the feature. Her card was as follows:

Out.....5 5 5 5 5 5 5 5 5 5
In.....5 5 5 5 5 5 5 5 5 5

Miss Edwards, who won the low score medal on Tuesday, outplayed Mrs. Broch, going out in 47 and taking 4 up at the turn, Mrs. Broch taking 54.

Mrs. Colburn did not appear to be as much affected by the rain as Mrs. Farland. She won six of the first nine holes, her best work being at the last three, which she won in 5, 4, 4, equalling men's par.

Close Play in Minor Flights. There were several close matches in the minor flights, the best being between Mrs. Florence Ellis of Calumet and Mrs. M. Jones of Maywood, the former winning at the nineteenth hole. Summary of first round:

CHAMPIONSHIP.

Miss M. Edwards, South Shore, defeated Mrs. L. N. Broch, Hinsdale, 5 and 4.
Miss L. Kaiser, Pleasanton, defeated Mrs. E. S. Farland, Wheaton, 5 and 7.
Mrs. F. S. Colburn, Glen View, defeated Mrs. H. L. Pound, Skokie, 3 and 1.

SECOND FLIGHT.

Mrs. A. A. Hanning, Wheaton, defeated Mrs. M. Jones, Maywood, 5 and 4.
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THIRD FLIGHT.

Mrs. J. W. Douglas, Westmont, defeated Mrs. J. W. Douglas, Westmont, 5 and 4.
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FOURTH FLIGHT.

Mrs. G. H. Burrage, Exmoor, defeated Mrs. A. J. Burrage, Exmoor, 5 and 4.
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FIFTH FLIGHT.

Mrs. B. Burnett, Maywood, defeated Mrs. A. Vincent, South Shore, 5 and 4.
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SIXTH FLIGHT.

Mrs. H. D. Fargo, Edgewater, defeated Mrs. H. D. Fargo, Edgewater, 5 and 4.
Mrs. H. D. Fargo, Edgewater, defeated Mrs. H. D. Fargo, Edgewater, 5 and 4.
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SEVENTH FLIGHT.

Mrs. W. H. Smith, Wheaton, defeated Mrs. W. H. Smith, Wheaton, 5 and 4.
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EIGHTH FLIGHT.

Mrs. G. A. Gardner of Exmoor won the eighteen hole medal in the women's championship at the Exmoor Country club yesterday.

Gardner Sets New Record. Competing with H. M. Hall in the best ball two-stroke staged by the Chicago Golf and Country Club association in its monthly tournament at the Calumet Country club, Robert A. Gardner of the Hinsdale Golf club lowered the record for the remodeled course to 73. His card and the par figures are as follows:

Gardner-Out.....5 5 5 5 5 5 5 5 5 5
Par-In.....4 4 4 4 4 4 4 4 4 4

The event was won by R. L. Shepard and A. F. Smith with a card of 80-10-0, 80-10-0. Hall and Gardner had three low net with 74-5-72. In the semi-final round for the Lemon trophy N. E. Birkland defeated A. O. Tandy, 3 and 1, and H. Hall defeated D. E. Willett, 2 up.

G. S. Wood defeated D. Payne, 2 up, in the semi-final for the Hoelter trophy, while W. C. Hill in the final. R. T. Franklin won the Black Diamond trophy, emblematic of the club membership, by defeating H. A. Hall, 3 and 1, in the final. In the President's cup final, played under handicaps, Edward S. Smith defeated R. T. Franklin, 5 and 3.

Skokie Tourney Today. Skokie golfers will be host to a big crowd of veterans today, the thirty-six hole qualifying round of the three-day tournament being scheduled. Flights of sixteen each will qualify for the Skokie, Elm, Willow, Hickory, and Oak cups. A gold medal will go to the player getting low score and a prize will be given to the player over 65 years of age who makes the lowest score in his class. Several minor prizes also are offered for the day's play. Skokie has a well organized tournament machine, and for this reason its tournaments always attract a big crowd. It will be the first event of note over the remodeled course.

The qualifying round for the women's championship at the Onwentsia club was postponed until today on account of the rain.

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THURSDAY, JULY 29, 1915.

CIRCULATION
OVER 500,000 SUNDAY
OVER 300,000 DAILY

* 15

SUBMARINE THAT SANK LEELANAW BROKE A TREATY

U. S. Captain Willing to Jettison Cargo, but Ships Was Sent to Bottom.

MORE NEUTRALS ARE SUNK.

[BY A STAFF CORRESPONDENT.]
Washington, D. C., July 28.—(Special.)—Details of the sinking of the American steamer Leelanaw by a submarine strengthen the impression of state department officials that the German commander complied essentially with the rules of international law, but violated the treaty of 1908. The information was obtained in the British admiralty report of the incident transmitted from London by Ambassador Page.

According to the admiralty report the Leelanaw was flying the American flag when overtaken by the submarine. The captain of the merchantman sought to escape when he saw the submarine attacking other vessels in the vicinity. Immediately, however, the submarine fired a shot which fell short of the Leelanaw.

American Captain Surrenders.
The American captain put about, headed in the direction of the submarine and surrendered. In obedience to instructions he went aboard the submarine, taking his ship's papers with him. When the German commander learned that the merchantman carried a cargo of flax from Russia to Ireland he promised the goods contraband and informed the American captain that he would be obliged to sink the steamer. Apparently the American captain agreed that the cargo be jettisoned and the ship allowed to continue without further molestation, a procedure which would have been in accord with the provisions of the treaty of 1908 between Prussia and the United States, recognized as valid by the German government. The German commander replied that it was his policy to sink ships carrying contraband.

Submarine Sinks Ship.

The submarine then torpedoed and sank the merchantman and towed the lifeboats containing the crew sixty miles to the west of the Scottish coast. The American captain reported that the vessel was well treated by the German commander and had nothing to complain of on that score. State department officials maintain, however, that if the American captain was willing to jettison the cargo the German commander should have allowed this procedure, and then permitted the vessel to proceed. In any event, the report will be called upon to compensate the American owners of the ship.

German Sinks Eight Vessels.

[BY CABLE TO THE CHICAGO TRIBUNE.]
LONDON, July 28.—Ten persons were drowned in the sinking of a British freight steamer, torpedoed off the Suffolk coast today by a German submarine, according to dispatches received here tonight. The vessel sank in three minutes. Eight of its crew were rescued and are being brought to shore.

The British steamer Mangara of Glasgow, bound from Bilbao for Harbottle, had been torpedoed and sunk by a German submarine near Lowestoft. Eight members of the crew were saved. The Mangara was a vessel of 1,821 tons.

Other vessels are reported to have been sunk today, including the Swedish steamer Emma and three Danish schooners, the Maria, the Neptune, and the Lena. The crews of these four vessels were landed at Blyth today. The British freighter Iona and Salacia were also sunk. Their crews were landed at Lowestoft.

The crew of the Swedish bark Saginaw, which was set on fire by a German submarine in the North sea, arrived at Lowestoft today. The crew of the Lowestoft steamer Westward Ho, sunk by a German submarine, also was landed today.

Swedish Bark Set Afire.

COPENHAGEN, July 28.—The Swedish bark Madonna, bound from Halmstad to Harbottle, was stopped by a German submarine in the North sea and set afire after the crew had been given time to take to the boats, according to dispatches received here today.

German Record in Hundreds.

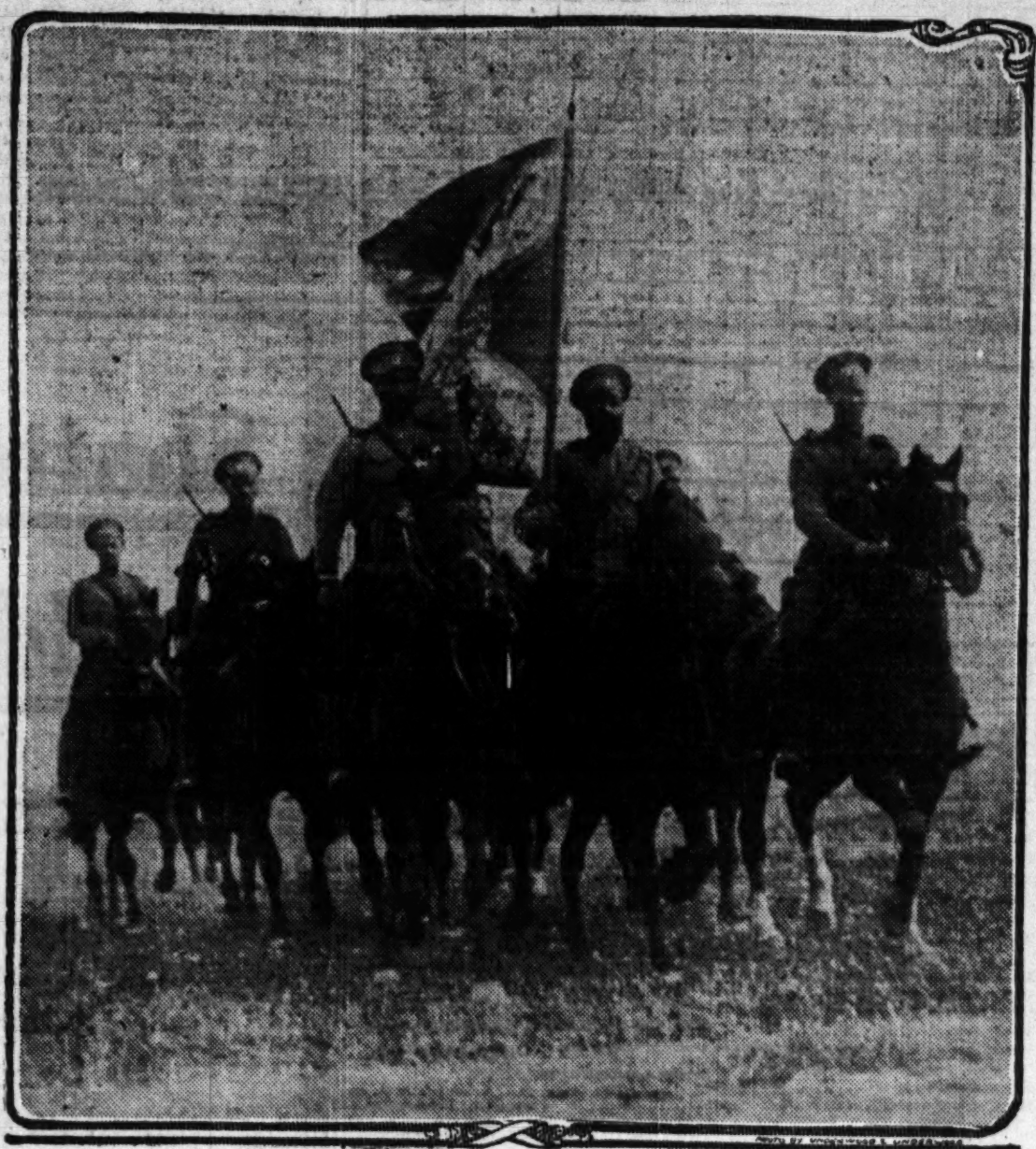
AMSTERDAM, July 28.—German submarines, according to a telegram received here today from Berlin, had sunk in the war zone up to July 28 the English vessels, 30 other hostile ships, and 16 neutral craft. The latter, the telegram says, were sent to the bottom by mistake. Twenty-seven additional neutral vessels, the dispatch adds, were captured and sunk because they carried contraband.

GETS BIG RIFLE CONTRACT.

Washington Electric Company to furnish 500,000 Guns to European Governments, Report.

New York, July 28.—Announcement was made today by the Washington Electric Company of the receipt of a further large order for war supplies. "Our proposition for an additional order for rifles has been accepted," said G. W. V. Brown, chairman of the board of directors. "The details of the formal contract are now under discussion." It was understood that the order called for 500,000 rifles for foreign governments and that the company also had an option to supply an additional 500,000 rifles. The amount of the contract could not be disclosed, although the last previous order is said to have been on the basis of \$100 per rifle.

Czar's Cossack Body Guard Fighting to Save Warsaw.



That Russia is putting every available man in the field is indicated by the report that the czar's famous bodyguard of picked Cossack fighters has been ordered to the fighting line at Warsaw. The picture shows a troop of the czar's favorite regiment escorting the imperial standard at the front. The presence of the czar's bodyguard at the Polish capital is taken also to indicate that Emperor Nicholas is at the front in the present crisis of his armies in Poland.

BRITAIN HOLDS BLOCKADE JUST

New Note to Defend Restrictions on U. S. Neutral Trade.

Washington, D. C., July 28.—Defense of the right of a belligerent to blockade a neutral port through which an enemy is receiving supplies or attempting to market his own products is the chief argument to be made in the supplemental note Great Britain is preparing in reply to the American protest against the enforcement of the orders in council.

The original note received last Monday has been withheld from publication at the request of Sir Edward Grey, British foreign minister, pending the arrival of the supplemental communication which is expected within a week.

All other issues than that of the blockade of neutral ports, it is learned, will be regarded by the British government as subsidiary and proper for later discussion.

Developments to Be Taken Up.

The developments not discussed in the original note will be taken up in the supplemental communication. The first of these is the American caveat of July 17, conveying the notification that the United States government would not recognize the orders in council as a substitute for the provisions of international law.

The second point arose in connection with the enforced unloading on the London docks of the cargo of the American steamer Neches on June 24. The ship was en route from Rotterdam to New York with a cargo of noncontraband, mostly of German and Belgian origin.

It included several thousand crates of books, rabbit skins, drugs, and even some cotton.

The British government asserted the right, under its blockade of Germany and that part of Belgium at present under German control, to prevent any goods from being exported, the sale of which might aid the enemy financially.

Civil War Precedents Cited.

Civil war precedents in regard to the right of blockade form the chief basis of the British argument, attention being called to the famous "Springbok" case before the United States Supreme court developing the "continuous voyage" theory.

Though this doctrine, which, it is asserted, justifies a belligerent in blockading a neutral port towards the last German ally, the fact that it was finally accepted in its entirety by the Alabama claims arbitration was sufficient to make it an enduring principle of international law, according to the British view.

Therefore the order in council, which is believed by British officials to be entirely in accord with that theory, will continue to be applied, although with due deference to the protection of legitimate neutral trade.

GERMANY NOT TO REPLY?

[BY CABLE TO THE CHICAGO TRIBUNE.]
BERLIN, July 28.—A careful study of the German attitude towards the last American note justifies the conclusion that the note, in all probability, will not be answered.

If an answer is sent it will not be to argue any questions of principle, but to suggest a possible means for arranging indemnities. Any steps that the government may take will depend to a large extent on the German conception of the tenor of the American note to England.

Lord Northcliffe Confident of Final Victory of Allies

On this, the anniversary of the first of declarations of war that led to the present world conflict—Austria against Serbia—the United Press asked Lord Northcliffe, Europe's most widely known publisher, to summarize the first year of the war. His views on the response to that request follow:

BY LORD NORTHCLIFFE.
[Copyright, 1915, By the United Press.]

LONDON, July 28.—These are my views of the war from my purely individual British standpoint.

First, I desire to give credit to the Russians, who enabled us today to be the best in the world. Her losses, nobly borne, amount, I believe, to nearly a million and a half killed, wounded, and missing.

Secondly, I desire to say that the efforts of France are insufficiently appreciated in the United States and to a lesser extent in Great Britain. Owing to the efforts of socialist politicians and professional peace mongers, France was not prepared for the sudden German onslaught. She has pulled herself together in marvelous fashion and her army today is the best in the world. Her losses, nobly borne, amount, I believe, to nearly a million and a half killed, wounded, and missing.

Of the efforts of little Belgium I need not speak to Americans. The valor of the small Belgian army is only equalled by the magnificent generosity of the American people, who are enabling the Belgians to exist. Italy, Serbia, tiny Montenegro are all entitled to great praise. Our own part in the war it is a little invidious for an Englishman to speak, but there has not, I think, been due recognition in the United States and Canada of the fact that our fleet has swept the Germans from the seas and holds billions of dollars' worth of German shipping in bondage.

Submarine may increase, but so, I may say without revealing secrets, are our means of countering the submarine. Our fleet has not been so badly needed by the politicians as has our army. One of our great seamen, Fisher, resigned because of political interference in a certain portion of the sea war.

If any one who reads these lines remembers my previous communications to the American press, he will know that from the outset I expressed my belief that the present upheaval would be of long duration. Nor have I ever altered my opinion.

Our politicians have done very much what our politicians did in the early days of the Civil war. Politicians are about the same all the world over. We have not produced our Lincoln or our Grant—excellent British names both—but I have no doubt that we shall.

I do not think that the German government's action as evidenced by its press hostility will in any way influence American opinion. I have no more to say about the future of the war than I have said on previous occasions.

The war stands very much where it did with this difference, that whereas a great many Germans have been killed, the allies have not yet reached their full strength in men.

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BERLIN U. S. EMBASSY CLERK FACES GRAVE WAR CHARGE.

Aided Britisher to Escape from Germany, According to Information at Washington.

Washington, D. C., July 28.—Harry L. Wilson of Portland, Ore., recently a clerk in the American consulate Berlin and now under arrest there, faces charges that are considered extremely serious by state department officials.

Wilson ostensibly was detained at the Danish border for attempting to leave Germany without a passport. The real complaint against him, however, according to information forwarded to Washington, is that he aided a British subject in obtaining a passport, asserting he knew the applicant to be an American citizen.

SCORES BRITAIN IN PARLIAMENT FOR WAR CONDUCT

Sir Henry Dalziel Seeks in Vain for Adjournment of Only Four Weeks.

ASQUITH VOICES OPTIMISM.

LONDON, July 28.—Parliament adjourned today until Sept. 14, but without violent criticism of the war office and the government for the way it has conducted the war in the house of commons. The denouncement came from Sir Henry Dalziel, Liberal member for Kirkcaldy Burghs. It followed a motion of Premier Asquith to adjourn until Sept. 14. Sir Henry moved that adjournment be for only four weeks.

Sir Henry explained that he did this because he was not satisfied with the situation in Flanders, where it had been understood there was to be a great advance during the spring and summer.

In the Dardanelles, too, he wanted to know why such notes had been given to the enemy by a bombardment on the part of the fleet without the cooperation of the land forces.

No confidence in government. Sir Henry said he could keep silent no longer, as he had not the confidence in the government that he had nine months ago. He could not understand why the industries of the country had not been mobilized, and he wanted to know whether any one at the war office had been cashiered for the failure to supply sufficient munitions.

He also criticized the government's delay in using gas against the Germans, and he suggested that the reason for the failure to do this was a breakdown in the arrangements.

Sir Henry concluded that the discontent among the workers was due to the failure of the government to deal with the question of food supplies, which he contended was responsible for the increase in the cost of living.

Sir Arthur Markham, who had seconded the motion of Sir Henry, said the public had lost all confidence in the war office, which had proved miserably inefficient in its conduct of the war.

Sir Henry Dalziel did not press his amendment, and Premier Asquith's motion that parliament be adjourned from July 29 until Sept. 14 was carried.

Premier Reviews War.

The war has become and is likely to continue for some time a contest of endurance, Premier Asquith told the house of commons while making a general review in moving the adjournment of parliament. The premier said:

"We should be ungrateful and insensitive, indeed, if we did not recognize at this moment the indescribably gallant efforts being made by our Russian allies in the bloodiest conflict in the history of the world. The integrity of their possessions. I do not think in the whole of military history there has been a more magnificent example of discipline and endurance and of both individual and collective initiative than has been shown by the Russian army in the last seven weeks."

Expected Dardanelles Victory. The premier declared the British government's confidence in the results of the Dardanelles operations was undiminished. He emphasized his confidence in the victory of both the British and French navies between Monte Sabotino and the coast, had seven corps, with at least seventeen divisions of infantry, and tried to break through without regard to men or material.

Utters Note of Warning.

The premier concluded with a note of caution to the country, saying: "Do not let us suppose that our national duty is discharged either by sending an adequate influx of recruits to the army or to the various industries engaged in the fabrication of munitions. The duty has been cast upon this country, not only of maintaining the freedom of the seas and supplying large contingents of well equipped men for the battlefields and trenches, but also, to a large extent, the whole conduct of the war."

"We cannot do that if we continue to import and to increase our indebtedness to other countries, and unless we maintain our great manufacturing industries."

Vacation Notice

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Triangle Forming Key to Warsaw.



ITALIANS TAKE 3,000 PRISONERS Capture Trenches Near San Martino by Bayonet Rushes.

Thousands See Mementos Brought from Europe by R. R. McCormick.

ROME, July 27, via Paris, July 28.—Capture of trenches near San Martino by bayonet and the taking of 3,200 prisoners is claimed in an official statement by the Italian general staff. The statement says:

"On the center of our Carso plateau front we progressed yesterday towards San Martino, carrying with the bayonet trenches and a redoubt covering it. On the right wing we completed the conquest of a position on Monte Del. We made about 3,200 prisoners."

"Our troops advanced along the whole Carso front with great dash and boldness, conquering towards the left wing a strong position on San Michele commanding the greater part of the plateau. After being subjected, however, to a violent cross fire, our forces were obliged to fall back below the crest where they are maintaining their positions."

"In the Alpine valley we now are in full possession of the heights on the right slope, having occupied Monte Lavanesch and the Piasetta crest. From points dominating the opposite slopes the enemy attacked during the night of the 25th, but these troops were repulsed."

Fall of Gorizia Not Near. [BY CABLE TO THE CHICAGO TRIBUNE.] LONDON, July 28.—The Rome correspondent of the Daily Mail, referring to the struggle for the Carso plateau and Gorizia, says the real key to the situation is Monte Santo, which is fortified to the last inch. The reduction of Monte Santo must be slow, he says, but Gorizia will fall. The city, he reports, is now almost entirely free of Austrian troops.

New Gorizia Attacks Fail. VIENNA, July 28.—The following official statement from general headquarters was issued today:

"The second battle in the district of Gorizia, more formidable than the first, has terminated in complete failure of the enemy, who, on a front of eighteen and one-half miles between Monte Sabotino and the coast, had seven corps, with at least seventeen divisions of infantry, and tried to break through without regard to men or material."

Thousands Stop to Look.

Thousands passing THE TRIBUNE building have stopped to examine the relics on exhibit. Scores surround the windows almost constantly.

Since the war began THE TRIBUNE has sent a dozen correspondents to the front to obtain and give THE TRIBUNE readers first hand impressions of conditions in the war zone.

COLONEL REVIEWS 'MIDDIES.'

Eight Hundred and Sixty Naval Cadets Parade at Exposition Before Roosevelt.

San Diego, Cal., July 28.—Eight hundred and sixty midshipmen of the naval academy at Annapolis on their annual cruise were reviewed here today at the Panama-California exposition by former President Theodore Roosevelt and Gov. Dunne of Illinois.

The midshipmen were landed from the battleships Missouri, Ohio, and Wisconsin shortly before noon and escorted by four companies of coast artillery and four troops of the First cavalry, paraded from the foot of Broadway to the exposition grounds.

Many entertainments have been arranged for the midshipmen during their stay in San Diego.

BIG ARMS STRIKE SETTLED.

All Men Who Walked Out at Remington Plants to Be Re-instated.

Bridgeport, Conn., July 28.—J. J. Kessler, vice president of the International Association of Machinists, who will come to this city tomorrow from New York, wired George G. Bowen, local business agent of the machinists, today that everything pertaining to the strike at the local plants of the Remington Arms and Ammunition company and the Remington U. M. C. company plants had been settled and that all the men who went out would be reinstated.

PETROGRAD, July 28.—An imperial ukase issued today calls to the colors men born in 1866. It is reported that a government order is about to be issued for a general mobilization throughout Siberia.

TEUTON ARMIES BATTER AGAINST RUSSIAN LINES

Germans Making Little Progress Before Warsaw; Losses Set High.

SLAYS CONTINUE ATTACKING.

LONDON, July 28.—Although the Germans are using strong reinforcements of men and guns, they have not yet succeeded in breaking the Russian resistance either around Warsaw or in Kovno and Courland provinces, in each of which sectors heavy fighting has been in progress for nearly a fortnight.

It is estimated that the Teutons have lost 800,000 men, perhaps more, in this the most ambitious movement of the war.

Except for the capture of the village of Gourowo, on the Naraw front, and a number of prisoners and machine guns at that point and between Mita and the Niemen, the German official report issued today does not claim any advance. In fact, Gen. von Buelow in the north, and Field Marshal von Hindenburg, who crossed the Naraw at some points, are being held up by Russian counterattacks.

Advance on Lublin Halted.

In the southwest Field Marshal von Mackensen's attack on the Lublin-Chelm railway seems to have come to a standstill, although he, too, is receiving reinforcements and assistance from the Austrians, who succeeded in crossing the Bug river at Sokal, in East Galicia.

To the west of Warsaw the Germans announce the capture of the village of Piotrow, which is about fifteen miles west of the fort line of the city, so that not much progress has been made on this front.

There is a good deal in the Russian and German official reports which cannot be reconciled, but on the whole the British critics are more hopeful than for some days that the Russians will succeed in withstanding this effort to capture Warsaw, and with a sufficient supply of munitions will be able to inflict a strategic defeat on the German allies.

German Official Statement.

BERLIN, July 28.—The German war office today issued the following statement:

"Between Mita and the Niemen we yesterday captured about 1,000 scattered Russian troops. The enemy here attacks are proceeding. Gourowo, east of Rosan, was captured."

"North of Sereck, on both banks of the Naraw, and south of Niesle, a Russian counter attack failed. The enemy here lost about 2,500 men who were taken prisoner and seven machine guns. Before Warsaw, west of Blonie, we stormed the village of Piotrow, which is fifteen miles west of the Warsaw fort line."

"In the district to the southwest of Gora-Kalwaria, fighting is proceeding. The situation of the German troops generally is unchanged."

Russian Official Statement.

PETROGRAD, July 28.—The following official communication was issued today:

"On the Naraw front there has been a violent artillery fire on the left bank of the river up to the Prut river. Subsequent fighting took place, but did not result in any change. On the line of the front of the right bank of the Naraw we repulsed six attacks near the village of Budy, southeast of Puzosk. North of Mladkowsk we assumed the offensive and captured 1,500 prisoners."

"South of Sokal we have captured the offensive against the enemy, who is crossing the river near Porotok."

GERMANS RETAKE CREST OF LINGKOPF, IN ALSACE.

Four Hours of Hand to Hand Fighting Result in Recovery of Most of Trenches Won by French.

LONDON, July 28.—The Germans have retaken the French crest of the fruits of their victory of the day before on the crest of Lingkopf, in the Vosges. The German official statement today says: "We recaptured the trenches on Lingkopf which we lost, with the exception of a few. North of Mladkowsk we assumed the offensive and captured 1,500 prisoners."

The only reference to Alsace in tonight's official statement from Paris is that "we have occupied two enemy blockhouses to the east of Lingkopf and Schtrus-Mannle."

The Germans also have made progress northwest of Souchez.

ELSIE FERGUSON TO MARRY.

Actress, Who Got Divorce in 1914, Will Become Bride of New York Banker.

New York, July 28.—(Special.)—Mrs. Amelia Ferguson announced today the engagement of her daughter, Miss Louise, the actress, to Thomas Benedict Clarke Jr., vice president of the Harriman National bank. No date has been set for the wedding. Miss Ferguson was married in 1908 to Frederick Chamberlain Hoyt, whose father was for many years president of the United States Express company. She obtained a divorce in New Jersey in 1914 on the ground of desertion.

DUNKIRK UNDER FIRE AGAIN. Germans Shell French Town with Heavy Howitzers, but Do Little Damage.

[BY CABLE TO THE CHICAGO TRIBUNE.] AMSTERDAM, Aug. 28.—A German heavy howitzer again bombarded Dunkirk today, doing little damage, according to the Handelsblad.

JULY FUTURES SCORE UP TURN Shorts Active Buyers; De- ferred Months Lack Sup- port in Late Trade.

Prices for wheat were irregular yesterday, the market being lifted early on local buying, while commission houses were good sellers on the advance. This set back caused a sharp break, and thereafter there was a steady market, with prices finishing 1/4¢ up for the July, 1/4¢ lower for the September, and 1/4¢ off for the December. There were numerous reports of black rust from the northwest, but in general conditions in the spring wheat country are excellent and the outlook at the present time is regarded as the best in years.

The crop is late, and this will leave room for black rust apprehension for some time to come, especially if the weather should turn rainy. Heavy rains were reported through eastern Nebraska and Iowa, and there is fear of damage.

Liverpool Prices Lower.
Liverpool was 1/4¢ off, but this did not have much effect here at the start. Broom-balls reported a scarcity of winter wheat offers. Liverpool was affected by reports of increased receipts in this country. Deliveries on July contracts yesterday were 40,000 bu. Country acceptances were light, but wheat is being consigned freely. Primary receipts were the largest so far at 1,700,000 bu., against 3,100,000 bu. a year ago.

Local inspection showed 201 cars in Indiana and Illinois reports indicated larger yields than were indicated July 1. Oklahoma was reported selling quite a little wheat, but this wheat will be shipped to the gulf to apply on export sales already contracted. Exporters said there was only a moderate inquiry.

Fair Cash Sales Made.
Cash trade was fair here, and there were sales of 300,000 bu., mostly to exporters. The seaboard reported 200,000 bu. sold. Charters were made for 200,000 bu. wheat to Buffalo at 12¢. Clearances for the day were 251,000 bu. Northern receipts were 196 cars, against 225 cars a year ago. Winnipeg had 111 cars against 147 cars a year ago. Minneapolis wheat stocks showed a decrease for four days of 350,000 bu. The flour trade generally is quiet.

Argentine reports said exporters were buying low grade wheat. The Hungarian wheat crop was placed officially at 172,000,000 bu., against 126,000,000 bu. a year ago, but the report was not given much consideration abroad, being regarded as exaggerated.

Corn Receipts After Bulge.
Corn was firm early, and July maintained a small advance, but the deferred months eased off after the early rally. Chicago prices were 1/4¢ up to 1/4¢ lower. Shorts were fair buyers of the July. Commission houses sold the deferred months on the advance. The late weakness in wheat caused some local selling. Cash prices were 1¢, and in view of the limited offering, the market was fairly well supported. 100,000 bu. with sample prices 1/4¢ up. Cables were unchanged to 1/4¢ off. Argentine reports indicated liberal corn receipts.

Primary receipts were 548,000 bu., against 587,000 bu. a year ago, and receipts inspected here yesterday were 180 cars. Weather conditions were unsettled through the western part of the belt, with general rains. Warmer weather is needed in northern parts of the belt.

July Oats Make New Top.
July oats were 1/4¢ up to 1/4¢ lower. Grain finding trouble in covering. There was a good trade in the July, and prices responded freely to buying. The deferred months were affected by the unfavorable weather, and closed a shade to 1/4¢ up. The cash demand is good and sample prices, while easier relative to the future, were 1/4¢ higher for the day. Receipts inspected were 125 cars, and primary arrivals were 679,000 bu., against 3,319,000 bu. a year ago. Clearances were 594,000 bu.

Produce Market Weak.
The produce market was again without good support, and prices sold off sharply. The demand for cash produce was indifferent and receipts were as estimated at 25,000. The hog market was weak, especially for light hogs, the market being 10¢ to 15¢ lower at the close. Packers were credited with selling hard and ribs early. Shorts were fair buyers on the break. The estimated receipts for today are 10,000. Western receipts were 86,000, against 96,200 a year ago. Liverpool hams were 2 shillings 3 pence lower and Cumberland were 6d off.

Rye in Further Advance.
Rye was 1/4¢ higher with sales of new No. 1, at 81¢; No. 2, at 80¢; and sample grade, 80¢. Receipts, 1 car.

Barley was unchanged. Malting sold 70¢; feed to arrive, 70¢, and screenings, 70¢. Receipts were 19 cars.

Timothy steady. September closed \$4.50 and March \$4.45. October closed \$4.10 and \$4.20 asked. Country lots, \$4.00 to \$4.20. Cloverseed was unchanged with country lots \$5.00 to \$5.25 nominal.

Duluth flax closed 2 1/2¢ lower. Cash on track, \$1.25; July, \$1.20; September, \$1.10; October, \$1.05; and November, \$1.00. Receipts, 2 cars. Minneapolis was 1/4¢ lower, with cash on track \$1.50 to \$1.60. Receipts were 21 cars. Winnipeg closed 2 1/2¢ lower; July at \$1.40, and October \$1.45. Receipts, 2 cars.

BOARD OF TRADE TRANSACTIONS.

RANGE OF ACTIVE FUTURES.

WHEAT.	Open.	High.	Low.	Close.
July.	1.13 1/4	1.13 1/2	1.13 1/4	1.13 1/2
Sept.	1.08 1/4	1.08 1/2	1.08 1/4	1.08 1/2
Oct.	1.03 1/4	1.03 1/2	1.03 1/4	1.03 1/2
Dec.	1.00 1/4	1.00 1/2	1.00 1/4	1.00 1/2

CORN.	Open.	High.	Low.	Close.
July.	.80 1/4	.80 1/2	.80 1/4	.80 1/2
Sept.	.75 1/4	.75 1/2	.75 1/4	.75 1/2
Oct.	.70 1/4	.70 1/2	.70 1/4	.70 1/2
Dec.	.65 1/4	.65 1/2	.65 1/4	.65 1/2

OATS.	Open.	High.	Low.	Close.
July.	.54 1/4	.54 1/2	.54 1/4	.54 1/2
Sept.	.49 1/4	.49 1/2	.49 1/4	.49 1/2
Oct.	.44 1/4	.44 1/2	.44 1/4	.44 1/2
Dec.	.39 1/4	.39 1/2	.39 1/4	.39 1/2

PORK.	Open.	High.	Low.	Close.
July.	13.37 1/2	13.37 3/4	13.37 1/2	13.37 3/4
Sept.	13.37 1/2	13.37 3/4	13.37 1/2	13.37 3/4
Oct.	13.37 1/2	13.37 3/4	13.37 1/2	13.37 3/4
Dec.	13.37 1/2	13.37 3/4	13.37 1/2	13.37 3/4

LARD.	Open.	High.	Low.	Close.
July.	7.50	7.50	7.50	7.50
Sept.	7.50	7.50	7.50	7.50
Oct.	7.50	7.50	7.50	7.50
Dec.	7.50	7.50	7.50	7.50

SHORT RIBS.	Open.	High.	Low.	Close.
July.	9.40	9.40	9.40	9.40
Sept.	9.40	9.40	9.40	9.40
Oct.	9.40	9.40	9.40	9.40
Dec.	9.40	9.40	9.40	9.40

PRICES AT OUTSIDE MARKETS.	WHEAT.	Open.	High.	Low.	Close.
Min.	1.45	1.45	1.45	1.45	1.45
Pth.	1.51	1.51	1.51	1.51	1.51
Win.	1.33 1/2	1.33 1/2	1.33 1/2	1.33 1/2	1.33 1/2
Tol.	1.12 1/2	1.12 1/2	1.12 1/2	1.12 1/2	1.12 1/2
Balt.	1.12 1/2	1.12 1/2	1.12 1/2	1.12 1/2	1.12 1/2

CORN.	Open.	High.	Low.	Close.
Tol.	.83	.83	.83	.83
Win.	.85	.85	.85	.85
Balt.	.85	.85	.85	.85

GRAIN INSPECTION.	Stand.	No. 2 or Lower Total.
Winter wheat.	281	100 15 402
Spring wheat.	11	9 1 20
Mixed wheat.	84	13 29 126
Oats.	11	5 64 77
Rye.	1	2 8 9
Barley.	1	2 8 9

WHEAT.	Open.	High.	Low.	Close.
July.	1.00 1/4	1.00 1/2	1.00 1/4	1.00 1/2
Sept.	1.00 1/4	1.00 1/2	1.00 1/4	1.00 1/2
Oct.	1.00 1/4	1.00 1/2	1.00 1/4	1.00 1/2
Dec.	1.00 1/4	1.00 1/2	1.00 1/4	1.00 1/2

CORN.	Open.	High.	Low.	Close.
July.	.74 1/4	.74 1/2	.74 1/4	.74 1/2
Sept.	.74 1/4	.74 1/2	.74 1/4	.74 1/2
Oct.	.74 1/4	.74 1/2	.74 1/4	.74 1/2
Dec.	.74 1/4	.74 1/2	.74 1/4	.74 1/2

WHEAT.	Open.	High.	Low.	Close.
July.	.51 1/4	.51 1/2	.51 1/4	.51 1/2
Sept.	.51 1/4	.51 1/2	.51 1/4	.51 1/2
Oct.	.51 1/4	.51 1/2	.51 1/4	.51 1/2
Dec.	.51 1/4	.51 1/2	.51 1/4	.51 1/2

CORN.	Open.	High.	Low.	Close.
July.	.38 1/4	.38 1/2	.38 1/4	.38 1/2
Sept.	.38 1/4	.38 1/2	.38 1/4	.38 1/2
Oct.	.38 1/4	.38 1/2	.38 1/4	.38 1/2
Dec.	.38 1/4	.38 1/2	.38 1/4	.38 1/2

WHEAT.	Open.	High.	Low.	Close.
July.	1.03 1/4	1.03 1/2	1.03 1/4	1.03 1/2
Sept.	1.03 1/4	1.03 1/2	1.03 1/4	1.03 1/2
Oct.	1.03 1/4	1.03 1/2	1.03 1/4	1.03 1/2
Dec.	1.03 1/4	1.03 1/2	1.03 1/4	1.03 1/2

CORN.	Open.	High.	Low.	Close.
July.	.74 1/4	.74 1/2	.74 1/4	.74 1/2
Sept.	.74 1/4	.74 1/2	.74 1/4	.74 1/2
Oct.	.74 1/4	.74 1/2	.74 1/4	.74 1/2
Dec.	.74 1/4	.74 1/2	.74 1/4	.74 1/2

WHEAT.	Open.	High.	Low.	Close.
July.	.51 1/4	.51 1/2	.51 1/4	.51 1/2
Sept.	.51 1/4	.51 1/2	.51 1/4	.51 1/2
Oct.	.51 1/4	.51 1/2	.51 1/4	.51 1/2
Dec.	.51 1/4	.51 1/2	.51 1/4	.51 1/2

CORN.	Open.	High.	Low.	Close.
July.	.38 1/4	.38 1/2	.38 1/4	.38 1/2
Sept.	.38 1/4	.38 1/2	.38 1/4	.38 1/2
Oct.	.38 1/4	.38 1/2	.38 1/4	.38 1/2
Dec.	.38 1/4	.38 1/2	.38 1/4	.38 1/2

WHEAT.	Open.	High.	Low.	Close.
July.	1.03 1/4	1.03 1/2	1.03 1/4	1.03 1/2
Sept.	1.03 1/4	1.03 1/2	1.03 1/4	1.03 1/2
Oct.	1.03 1/4	1.03 1/2	1.03 1/4	1.03 1/2
Dec.	1.03 1/4	1.03 1/2	1.03 1/4	1.03 1/2

CORN.	Open.	High.	Low.	Close.
July.	.74 1/4	.74 1/2	.74 1/4	.74 1/2
Sept.	.74 1/4	.74 1/2	.74 1/4	.74 1/2
Oct.	.74 1/4	.74 1/2	.74 1/4	.74 1/2
Dec.	.74 1/4	.74 1/2	.74 1/4	.74 1/2

WHEAT.	Open.	High.	Low.	Close.
July.	.51 1/4	.51 1/2	.51 1/4	.51 1/2
Sept.	.51 1/4	.51 1/2	.51 1/4	.51 1/2
Oct.	.51 1/4	.51 1/2	.51 1/4	.51 1/2
Dec.	.51 1/4	.51 1/2	.51 1/4	.51 1/2

CORN.	Open.	High.	Low.	Close.
July.	.38 1/4	.38 1/2	.38 1/4	.38 1/2
Sept.	.38 1/4	.38 1/2	.38 1/4	.38 1/2
Oct.	.38 1/4	.38 1/2	.38 1/4	.38 1/2
Dec.	.38 1/4	.38 1/2	.38 1/4	.38 1/2

WHEAT.	Open.	High.	Low.	Close.
July.	1.03 1/4	1.03 1/2	1.03 1/4	1.03 1/2
Sept.	1.03 1/4	1.03 1/2	1.03 1/4	1.03 1/2
Oct.	1.03 1/4	1.03 1/2	1.03 1/4	1.03 1/2
Dec.	1.03 1/4	1.03 1/2	1.03 1/4	1.03 1/2

CORN.	Open.	High.	Low.	Close.
July.	.74 1/4	.74 1/2	.74 1/4	.74 1/2
Sept.	.74 1/4	.74 1/2	.74 1/4	.74 1/2
Oct.	.74 1/4	.74 1/2	.74 1/4	.74 1/2
Dec.	.74 1/4	.74 1/2	.74 1/4	.74 1/2

WHEAT.	Open.	High.	Low.	Close.
July.	.51 1/4	.51 1/2	.51 1/4	.51 1/2
Sept.	.51 1/4	.51 1/2	.51 1/4	.51 1/2
Oct.	.51 1/4	.51 1/2	.51 1/4	.51 1/2
Dec.	.51 1/4	.51 1/2	.51 1/4	.51 1/2

CORN.	Open.	High.	Low.	Close.
July.	.38 1/4	.38 1/2	.38 1/4	.38 1/2
Sept.	.38 1/4	.38 1/2	.38 1/4	.38 1/2
Oct.	.38 1/4	.38 1/2	.38 1/4	.38 1/2
Dec.	.38 1/4	.38 1/2	.38 1/4	.38 1/2

WHEAT.	Open.	High.	Low.	Close.
July.	1.03 1/4	1.03 1/2	1.03 1/4	1.03 1/2
Sept.	1.03 1/4	1.03 1/2	1.03 1/4	1.03 1/2
Oct.	1.03 1/4	1.03 1/2	1.03 1/4	1.03 1/2
Dec.	1.03 1/4	1.03 1/2	1.03 1/4	1.03 1/2

CORN.	Open.	High.	Low.	Close.
July.	.74 1/4	.74 1/2	.74 1/4	.74 1/2
Sept.	.74 1/4	.74 1/2	.74 1/4	.74 1/2
Oct.	.74 1/4	.74 1/2	.74 1/4	.74 1/2
Dec.	.74 1/4	.74 1/2	.74 1/4	.74 1/2

WHEAT.	Open.	High.	Low.	Close.
July.	.51 1/4	.51 1/2	.51 1/4	.51 1/2
Sept.	.51 1/4	.51 1/2	.51 1/4	.51 1/2
Oct.	.51 1/4	.51 1/2	.51 1/4	.51 1/2
Dec.	.51 1/4	.51 1/2	.51 1/4	.51 1/2

CORN.	Open.	High.	Low.	Close.
July.	.38 1/4	.38 1/2	.38 1/4	.38 1/2
Sept.	.38 1/4	.38 1/2	.38 1/4	.38 1/2
Oct.	.38 1/4	.38 1/2	.38 1/4	.38 1/2
Dec.	.38 1/4	.38 1/2	.38 1/4	.38 1/2

WHEAT.	Open.	High.	Low.	Close.
July.	1.03 1/4	1.03 1/2	1.03 1/4	1.03 1/2
Sept.	1.03 1/4	1.03 1/2	1.03 1/4	1.03 1/2
Oct.	1.03 1/4	1.03 1/2	1.03 1/4	1.03 1/2
Dec.	1.03 1/4	1.03 1/2	1.03 1/4	1.03 1/2

CORN.	Open.	High.	Low.	Close.
July.	.74 1/4	.74 1/2	.74 1/4	.74 1/2
Sept.	.74 1/4	.74 1/2	.74 1/4	.74 1/2
Oct.	.74 1/4	.74 1/2	.74 1/4	.74 1/2
Dec.	.74 1/4	.74 1/2	.74 1/4	.74 1/2

WHEAT.	Open.	High.	Low.	Close.
July.	.51 1/4	.51 1/2	.51 1/4	.51 1/2
Sept.	.51 1/4	.51 1/2	.51 1/4	.51 1/2
Oct.	.51 1/4	.51 1/2	.51 1/4	.51 1/2
Dec.	.51 1/4	.51 1/2	.51 1/4	.51 1/2

CORN.	Open.	High.	Low.	Close.
July.	.38 1/4	.38 1/2	.38 1/4	.38 1/2
Sept.	.38 1/4	.38 1/2	.38 1/4	.38 1/2
Oct.	.38 1/4	.38 1/2	.38 1/4	.38 1/2
Dec.	.38 1/4	.38 1/2	.38 1/4	.38 1/2

WHEAT.	Open.	High.	Low.	Close.
July.	1.03 1/4	1.03 1/2	1.03 1/4	1.03 1/2
Sept.	1.03 1/4	1.03 1/2	1.03 1/4	1.03 1/2
Oct.	1.03 1/4	1.03 1/2	1.03 1/4	1.03 1/2
Dec.	1.03 1/4	1.03 1/2	1.03 1/4	1.03 1/2

CORN.	Open.	High.	Low.	Close.
July.	.74 1/4	.74 1/2	.74 1/4	.74 1/2
Sept.	.74 1/4	.74 1/2	.74 1/4	.74 1/2
Oct.	.74 1/4	.74 1/2	.74 1/4	.74 1/2
Dec.	.74 1/4	.74 1/2	.74 1/4	.74 1/2

WHEAT.	Open.	High.	Low.	Close.
July.	.51 1/4	.51 1/2	.51 1/4	.51 1/2
Sept.	.51 1/4	.51 1/2	.51 1/4	.51 1/2
Oct.	.51 1/4	.51 1/2	.51 1/4	.

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